

## Stefan Sirianni

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**From:** Neil Ahmed  
**Sent:** April-03-14 12:48 PM  
**To:** Katherine Jim  
**Subject:** Trafalagar - [REDACTED]

[REDACTED] called, lives at Trafalgar and 5 SR. Enquired about what this study was about (widening) and why study area wider to the north. She also wanted to know approx. construction timing and how much widening would occur. She would not provide any info for a mailing list. She wondered if this was related to the "highway" project (I assume GTAW).

---

**Neil Ahmed, P. Eng.**

Senior Project Manager, Partner  
Transportation

**MMM Group Limited**

2655 North Sheridan Way, Suite 300

Mississauga, ON Canada L5K 2P8

t: 905.823.8500 x 1241 | f: 905.823.8503 | c: 905-339-7454

[ahmedn@mmm.ca](mailto:ahmedn@mmm.ca) | [www.mmm.ca](http://www.mmm.ca)

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*Please consider the environment before printing this e-mail and/or its attachments.*

**Subject:** PR-2960A/PR2961A study

**Importance:** High

To: Mr. Jeffrey Reid, C.E.T.  
Senior Transportation Planner  
Halton Region  
1151 Bronte Rd.  
Oakville, Ontario L6M 3L1

Greetings Mr. Reid.

I am a resident of Halton Hills, Georgetown, and live within the boundaries of the Trafalgar Rd. (RR3) transportation Corridor Improvements study. Specifically the intersection of Trafalgar Rd. - Maple Ave. / 17 Sideroad.

I wish to be put on your project mailing list for updates and additional info on this ongoing study, since it could impact our property, as well as the property of my workplace. (North Halton Golf & Country Club/The Club at North Halton)

I imagine that a Stakeholder application form and class environmental assessment study hand-out sheet would have been mailed to [REDACTED] General Manager of The Club, to keep him informed of these impending developments?

Any changes/improvements to the Trafalgar Rd. transportation corridor will affect us in some way, and giving us a "heads-up" in what these could mean to our residency in Georgetown would be appreciated.

We are already annoyed and disturbed by the tractor-trailer gravel haulers using Maple Avenue (a residential street) to get around instead of continuing over to Hwy. 7, and we are concerned about the consequences of increased truck traffic that might impact, in a negative way, our residential and leisure areas.

The road blockages and driveway obstruction into our homes that happen daily on Trafalgar Rd. - 17 sideroad/Maple ave. because of the dual railway crossings at this intersection are bad enough now, any increased traffic flow will only exacerbate matters.

Please keep us informed as the study progresses.

Thanks for your attention.

Regards,

[REDACTED]  
Maple Avenue West,  
Georgetown

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This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the provisions of the Municipal Freedom of Information & Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

## Stefan Sirianni

---

**From:** [REDACTED]  
**Sent:** April-05-14 9:40 AM  
**To:** jeffrey.reid@halton.ca  
**Subject:** trafalgar road widening study

Stop doing studies.

If you build it they will come.

Studies are a waste of time, energy and money.

It is obvious to me that if you think you need to widen a road, then you need to widen a road, so just do it.

Save the money from the study and use it elsewhere.

[REDACTED]

## Stefan Sirianni

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**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** April-07-14 8:35 AM  
**To:** Neil Ahmed; Katherine Jim; Monaghan, Patrick - Transportation Services; Green-Battiston, Melissa  
**Subject:** FW: PR-2960A/PR2961A study

fyi

---

**From:** Reid, Jeffrey  
**Sent:** Monday, April 07, 2014 8:34 AM  
**To:** [REDACTED]  
**Subject:** RE: PR-2960A/PR2961A study

[REDACTED]

Thank-you for your interest in the Trafalgar Road Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. I just want to confirm that you are already on the project mailing list and will continue to receive direct correspondence from the Region. The Project Team's mailing list has identified your property at [REDACTED]. In addition, the North Halton Golf & Country Club has also been identified as an important Stakeholder and is also on the project mailing list.

This study will be focussing on the Trafalgar Road Corridor, not Maple Avenue. The Project Team recognizes that if Trafalgar Road operates efficiently, then truck traffic will be more inclined to use Highway 7 with Trafalgar Road being a critical north/south linkage within Halton Hills.

We look forward to working with you through this process.

Regards,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**  
Senior Transportation Planner  
Transportation Services  
Phone: (905) 825-6000 ext.7920  
Fax:(905) 847-2192  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road  
Oakville, ON L6M 3L1

---

**From:** [REDACTED]  
**Sent:** Saturday, April 05, 2014 11:09 AM  
**To:** [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)

## Stefan Sirianni

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** April-07-14 3:06 PM  
**To:** Monaghan, Patrick - Transportation Services; Katherine Jim  
**Subject:** FW: PR-2960A/PR2961A study

Fyi only

---

**From:** [REDACTED]  
**Sent:** Monday, April 07, 2014 2:04 PM  
**To:** Reid, Jeffrey  
**Subject:** RE: PR-2960A/PR2961A study

Thank you for your quick response Jeff. It never used to be this bad before, but I sometimes have to pickup my grand children from school, and I can't get out if a train is passing, because cars are blocking my driveway, so I have to allow myself an extra half an hour to leave, to ensure I will be there when they get out of school. So it would be nice, if the drivers were reminded, to not block our driveways. Have a good day!

[REDACTED]

-----Original Message-----

**From:** Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]  
**Sent:** Monday, April 07, 2014 1:56 PM  
**To:** [REDACTED]  
**Cc:** 'Matthew Roj'  
**Subject:** RE: PR-2960A/PR2961A study

[REDACTED]

If there is an existing operational issue along Maple Avenue, then I suggest you contact the Town of Halton Hills. While the intersection of Trafalgar Road and Maple Avenue is under the jurisdiction of Halton Region, if you are requesting signage along Maple Avenue, you must contact the Town directly. I have cc'd Mr. Matthew Roj (Traffic Coordinator) who may be able to investigate your inquiry (905) 873-2601 ext.2215.

When I measure the distance from the existing stop-bar to your driveway, it is approx. 85 meters, which is outside of the Region's jurisdiction. As you indicated, I'm sorry that other drivers are not courteous and block your driveway. If you would like to request a similar sign to the one you reference, then please contact the Town.

Thanks,

Jeff

---

**From:** [REDACTED]  
**Sent:** Monday, April 07, 2014 1:27 PM  
**To:** Reid, Jeffrey  
**Subject:** RE: PR-2960A/PR2961A study

Thank you so much for your response Mr. Reid. I look forward to working with you too. I know something has to be done, because it is already much too busy on Maple Ave.

Who would we have to contact about having a sign put up, to ask drivers to not block our three driveways, when waiting for trains etc. Because if we ever had an emergency, we could not get out of our driveways. Drivers, block them with no regard for the people living in these houses when they are waiting for trains to pass. Sometimes this can take a long time, depending on the train.

I notice there is a sign higher up on Maple and Guelph street not to block that driveway, because there is an apartment building in that location. Why couldn't we have a sign like that put up?

: Reid, Jeffrey [<mailto:Jeffrey.Reid@halton.ca>]

**Sent:** Monday, April 07, 2014 8:34 AM

**To:** [REDACTED]

**Subject:** RE: PR-2960A/PR2961A study

[REDACTED]

Thank-you for your interest in the Trafalgar Road Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. I just want to confirm that you are already on the project mailing list and will continue to receive direct correspondence from the Region. The Project Team's mailing list has identified your property at [REDACTED].

This study will be focussing on the Trafalgar Road Corridor, not Maple Avenue. The Project Team recognizes that if Trafalgar Road operates efficiently, then truck traffic will be more inclined to use Highway 7 with Trafalgar Road being a critical north/south linkage within Halton Hills.

We look forward to working with you through this process.

Regards,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

---

**From:** [REDACTED]

**Sent:** Sunday, April 06, 2014 12:50 AM

**To:** Reid, Jeffrey

**Subject:** PR-2960A/PR2961A study

To: Mr. Jeffrey Reid, C.E.T.  
Senior Transportation Planner  
Halton Region  
1151 Bronte Rd.  
Oakville, Ontario L6M 3L1

Hello Mr. Reid,

I am also a resident of Halton Hills, Georgetown, [REDACTED] and live within the boundaries of the Trafalgar Rd. (RR3) transportation Corridor Improvements study. Specifically the intersection of Trafalgar Rd. - Maple Ave. / 17 Sideroad.

I wish to be put on your project mailing list for updates and additional info on this ongoing study, since it could impact my property. Especially if I am thinking of selling it.

As [REDACTED] has stated, Maple Ave is getting busier and busier, with cement trucks and people flying up the and down the road, as if it is some kind of speeding strip, especially at night.

Trucks seem to blantly ignore the time zones for this street and come up and down at all hours of the day and night.

during the day, it is getting very difficult to get in and out of our driveways, with all the traffic backed up waiting for trains to pass, and school buses.

People have a tendency to block our driveways, if a train happens to be passing, with no regard as to the people living in the houses and God forbid we may have to get out for some emergency or other because there is no way out. This happens a lot. We certainly don't need to create any other reasons for more traffic on Maple Ave.

You need to create other routes for the big trucks to use, and get them off Maple Ave. You need to find a different place to build that big gas station, other than Trafalgar Road, so close to the tracks and homes and another garage.

With the existing gas station on the corner of Trafalgar and Maple Ave and the new gas station to be built on the other side of Trafalgar Rd, close to Maple Ave, and the sports field and the train traffic, and truck traffic, what is the city going to do about the gridlock? This area already has too much traffic now!

It would be much appreciated for the people living on Maple Ave West, to be informed as to what is going to be happening in our neighborhood. Thank you.

Thank You

[REDACTED]  
Maple Avenue West,  
Georgetown.

## Katherine Jim

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**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** April-08-14 8:19 AM  
**To:** Neil Ahmed; Katherine Jim; Green-Battiston, Melissa; Monaghan, Patrick -  
Transportation Services  
**Subject:** FW: Class Environmental Assessment Study

Hi Katherine,

Please add to the mailing list. Also, below I have taken a 'snap-shot' of the residents property and proximity to the Trafalgar Road and Hornby Road intersections. An item for us to keep in mind.

Thanks,

Jeff



**From:** Reid, Jeffrey  
**Sent:** Tuesday, April 08, 2014 8:16 AM  
**To:** [REDACTED]  
**Subject:** RE: Class Environmental Assessment Study

[REDACTED]

Thank-you for your interest in the Trafalgar Road Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. You have now been added to the project mailing list and will receive direct



correspondence from the Region. As part of the Class EA Study, the Project Team will analyze the traffic operations and lane configuration of the Trafalgar Road and Hornby Road intersections.

The Project Team looks forward to working with you on this project.

Regards,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**

Senior Transportation Planner

Transportation Services

Phone: (905) 825-6000 ext.7920

Fax:(905) 847-2192

Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

**From:** [REDACTED]

**Sent:** Monday, April 07, 2014 8:06 PM

**To:** Reid, Jeffrey

**Subject:** Class Environmental Assessment Study

Please add me on your email mailing list for the Class Environmental Assessment Study and send me any updates that you may have on this project or any other projects relating to Halton Hills. I reside in Hornby (Georgetown).

I do have a problem with access to my house at [REDACTED]. Coming North on Hornby Road, I face the one way street running South, and if I am coming North on Trafalgar Road, there is a small path that allows me to make a left turn (basically a U-turn) to get onto Hornby Road to enter my driveway. There are several problems with this entry. There are no left turn lane on Trafalgar for this entrance. Vehicles are always blaring their horn behind me and if a trucker is not paying attention and gets distracted he can easily run me over. Nothing really obvious alerts them to this small entry way. During the winter it is not always plowed. During freezing rain the car slides down the elevation to on-coming traffic going southbound on Hornby Road. My many many complaints have gone on deaf ears.

The culvert at the mouth of my driveway has been badly damaged years ago by the town snow plow and now the asphalt is crumbling and there is a hole in the culvert. My wife' feet went right down to her knees inside the hole when she went to check the mail one snowy day. Fortunately she was not hurt but her boots were filled with water. I have brought this up with Mr. Bryan Lewis several times.

I have brought up all these issues several times with Mr. Summerville and Mr. Lewis and the executives of H.A.R.P but to no avail. I am not sure if these issues will be part of your study area but please do take them into consideration when planning around my area.

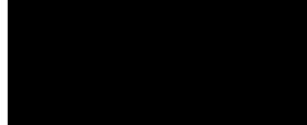
Thank you very much

MMM Group Limited  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 | f: 905.823.8503

www.mmm.ca

See Stakeholder Group Mailing List

June 3, 2014



**Re: Trafalgar Road (Regional Road 3) Transportation Corridor Improvements  
Class Environmental Assessment Study - Steeles Avenue (Regional Road 8) to Highway 7**

Dear 

On behalf of Halton Region, we are pleased to accept your application to participate in the Stakeholder Group for the Trafalgar Road (Regional Road 3) Transportation Corridor Improvements Class Environmental Assessment (Class EA) Study from Steeles Avenue to Highway 7. We anticipate that the group will meet four times during the study at key points in our process.

The purpose of the Stakeholder Group is to share study information with you but most importantly for you to provide input to the Project Team as the study progresses. We look forward to your participation and valuable contribution.

The first Stakeholder Group Meeting is scheduled to be held as follows:

**Date:** Thursday, June 19, 2014

**Time:** 7:00 p.m. to 9:00 p.m.

**Location:** Christ the King Catholic Secondary School – Cafeteria, 161 Guelph Street, Georgetown

Please RSVP to Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371 to confirm your attendance. Please note, we are limiting participation to this event only to invited individuals.

Thank you again for your application and interest in this study. Please feel free to contact the undersigned if you have any questions at [ahmedn@mmm.ca](mailto:ahmedn@mmm.ca) or 905-823-8500.

Yours truly,

MMM Group

Neil Ahmed, P.Eng.,

Project Manager

cc. Jeff Reid, C.E.T., Halton Region

**Stakeholder Group Members**

First Name	Last Name	Mailing Address
Chris	Abbott	11290 Trafalgar Road, Georgetown, ON L7G 4S5
Mary-Helen	Armour	12938 10 Sideroad, Georgetown, ON L7G 4S5
Bob Judy	Barker	32 Johnson Crescent, Georgetown, ON L7G 6C9
Patricia	Beer	Unit#319 240 Chapel St. Cobourg ON K9A 0E3
Dean	De Paoli	10845 Sixth Line, RR 3, Georgetown
Antonio Donato Carolina Pino	Finelli	5 Redthorn Court, Etobicoke, ON M9C 3K1
Jennifer	Heelis	198 Princess Anne Drive, Georgetown, ON L7G 5Z7
Roland	Scagnetti	
Dale Leslie	Holman	12536 17 Side Road, Georgetown, ON L7G 4S6
Ivanka	Kovacevic	10666 Trafalgar Road, Georgetown, ON L7G 4S5
Geraldine Richard	Kunica	9738 Fourth Line, Milton, ON L9T 2X9
Randy	Ligterink	12302 17th Side Road
Barbara	Mansfield	14 Chantelay Crescent, Georgetown, ON L7G 4S5
Jacob Angele	Orwinski	11100 Trafalgar Road, Halton Hills, ON L7G 4S5
Glenn	Pitura	25 William Andrew Avenue, Stouffville, ON L4A 7X5
Marc	Reist	22 Black Creek Court, Georgetown, ON L7G 4S5
Joseph Verna	Rice	50 Windsor Road, Georgetown, ON L7G 4W7
Will	Ross	76 River Drive, Unit 19, Georgetown, ON L7G 2J2
Hayley	Saunders	12451 10 Sideroad, Georgetown, ON L7G 4S6
James	Snow	8305 Hornby Road, Georgetown, ON L7G 4S5
Brian	Stevens	22 Callaghan Crescent, Georgetown, ON L7G 6A5
Kyle	Stewart	363 Maple Avenue West
Mark	Winnicki	9158 Trafalgar Road, Georgetown, ON L7G 4S5
Ray	Veenstra	14 Harrison Place, Georgetown, ON L7G 4S5
Richard	Vieyra	11571 Trafalgar Road, Georgetown, ON L7G 4S4 (Found on GIS)
	Halton Hills Christian School	11643 Trafalgar Road, Georgetown, ON L7G 4S4
	Hornby Glen Golf Course Inc Attn: H.T. Arnold	232A Guelph Street, Suite 201, Georgetown, ON L7G 4B1
	Optimal Planning Solutions Attn: Jason Sheldon	7501 Keele Street #100, Vaughan, ON L4K 1Y2

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** June-26-14 11:59 AM  
**To:** 'Katherine Bailey'  
**Cc:** Neil Ahmed; Katherine Jim; Monaghan, Patrick - Transportation Services  
**Subject:** RE: Trafalgar Road (Halton Hills) EA  
**Attachments:** ClassEA-Current\_TrafalgarHH\_PICDisplayPanels.pdf; ClassEA-Current\_TrafalgarHH\_PICNotice.pdf; ClassEA-Current\_TrafalgarHH\_StudyOutline.pdf; ClassEA-Current\_TrafalgarHH\_StudyUpdate.pdf; ClassEA-Current\_TrafalgarHH\_Update\_Dec08.pdf; ClassEA-Current\_TrafalgarHH\_CancellationNotice.pdf; ClassEA-Current\_TrafalgarHH\_Newsletter-Apr06.pdf; ClassEA-Current\_TrafalgarHH\_NoticeCommencement.pdf; ClassEA-Current\_TrafalgarHH\_PICCommentSheet.pdf

Hi Katherine,

As a follow-up to our telephone conversation, you have now been added to the Trafalgar Road Project mailing list and will automatically receive electronic correspondence.

With respect to the previous Class EA information for Trafalgar Road from 10 Side Road to Highway 7, below is the information that is available. Since we are currently experiencing issues with posting on the Region's website, I have attached.

Please let me know if you have any further questions.

Thanks,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**

Senior Transportation Planner  
Transportation Services  
Phone: (905) 825-6000 ext.7920  
Fax:(905) 847-2192  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road  
Oakville, ON L6M 3L1

**Trafalgar Road (Regional Road 3) Improvements, between 10 Side Road and Highway 7,  
Town of Halton Hills**

## Study Documents

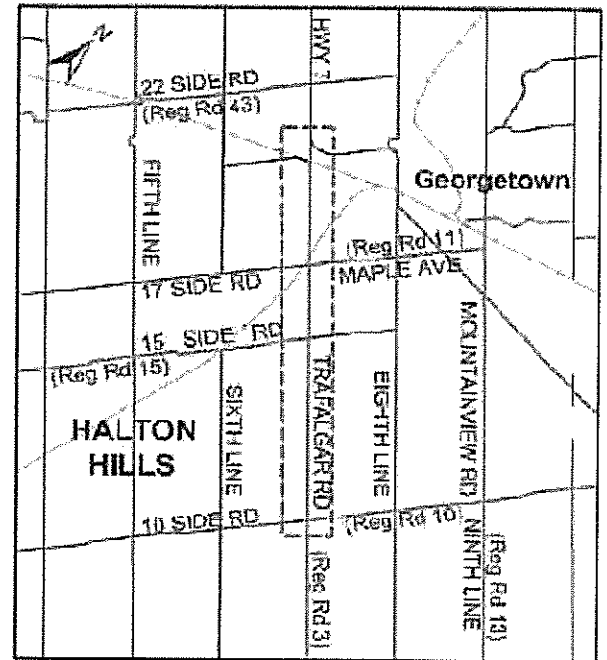
- [Notice of Study Cancellation](#) 64KB - March 19, 2009
- [Notice of Study Update](#) 983KB - April 2006
- [Study Outline](#) 306KB
- [Notice of Study Commencement](#) 104KB - July 4, 2003

## Newsletters

- [Newsletter - Study Update](#) 434KB - December 2008
- [Newsletter - Study Update](#) 1.24MB - April 2006

## Public Information Centre #1 - Tuesday, May 17, 2005

- [Notice](#) 282KB
- [Display Panels](#) 2.7MB
- [Comment Sheet](#) 82KB



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**From:** Katherine Bailey [mailto:kbailey@wndplan.com]

**Sent:** Monday, June 23, 2014 10:19 AM

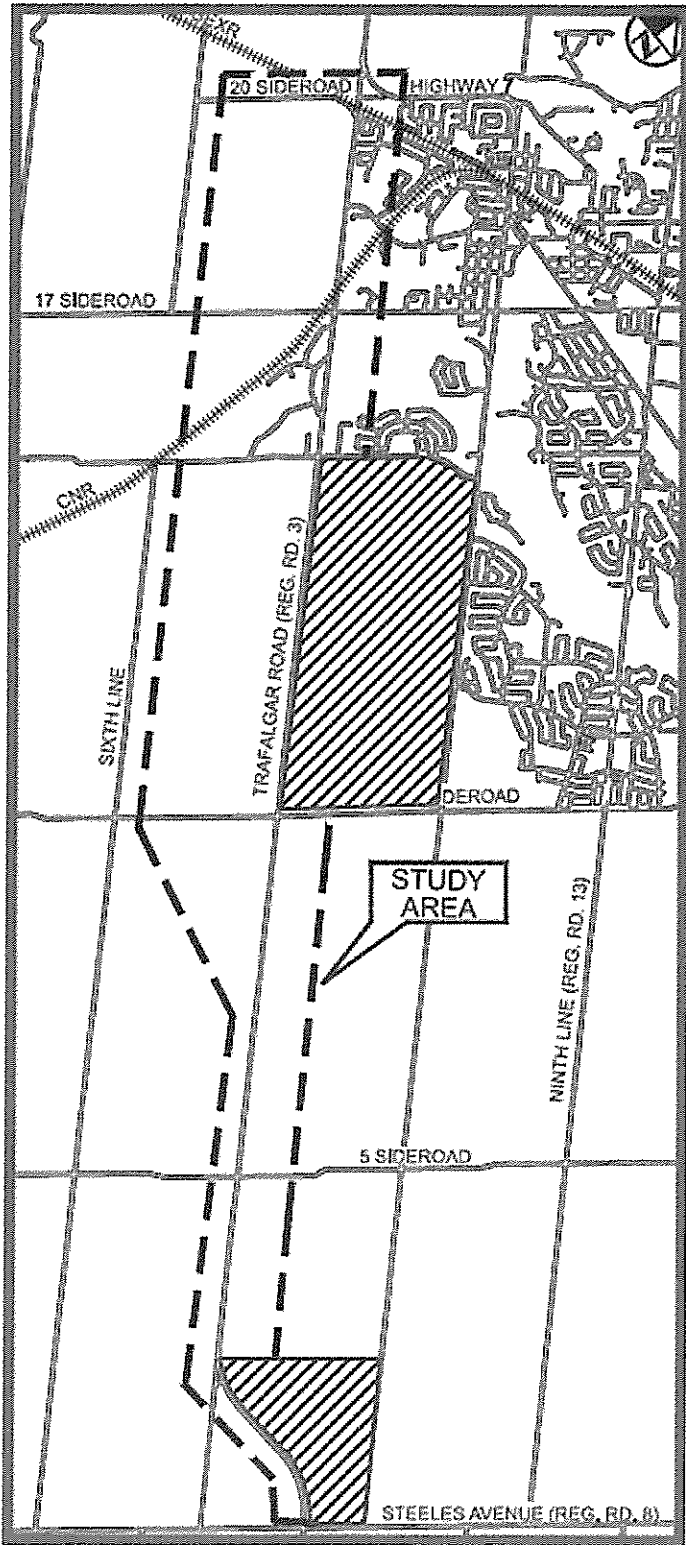
**To:** Reid, Jeffrey

**Subject:** Trafalgar Road (Halton Hills) EA

Hi Jeffrey,

I'm seeking more information about the Class EA for Trafalgar Road between Steeles Avenue and Highway 7 in Halton Hills. The only information I've found so far on the Region's website is the Notice of Study Commencement. Are any other materials or sources of information available at this time?

We're specifically interested in the two areas hatched in blue below. We would like to know whether there are any changes in the roadway alignment or widenings (land taking) contemplated at this time which would affect these areas.



Thank you in advance for your assistance.

Katherine Bailey, BES  
Planner

## Katherine Jim

---

**From:** Reid, Jeffrey <Jeffrey.Reid@halton.ca>  
**Sent:** June-26-14 12:06 PM  
**To:** 'RScutti@jw.org'  
**Cc:** Neil Ahmed; Katherine Jim; Monaghan, Patrick - Transportation Services  
**Subject:** RE: Class Environmental Assessment Study - Trafalgar Road Transportation Corridor  
**Attachments:** ClassEA-Current\_TrafalgarHH\_PICDisplayPanels.pdf; ClassEA-Current\_TrafalgarHH\_PICNotice.pdf; ClassEA-Current\_TrafalgarHH\_StudyOutline.pdf; ClassEA-Current\_TrafalgarHH\_StudyUpdate.pdf; ClassEA-Current\_TrafalgarHH\_Update\_Dec08.pdf; ClassEA-Current\_TrafalgarHH\_CancellationNotice.pdf; ClassEA-Current\_TrafalgarHH\_Newsletter-Apr06.pdf; ClassEA-Current\_TrafalgarHH\_NoticeCommencement.pdf; ClassEA-Current\_TrafalgarHH\_PICCommentSheet.pdf

Mr. Scutti,

Thank-you for your interest in the Trafalgar Road Class Environmental Assessment (EA) Study from Steeles Avenue to Highway 7, within the Town of Halton Hills. We have now added The Watch Tower Bible and Tract Society of Canada as part of the Trafalgar Road project mailing list.

With respect to the previous Class EA information for Trafalgar Road from 10 Side Road to Highway 7, below is the information that is available. Since we are currently experiencing issues with posting on the Region's website, I have attached.

Please let me know if you have any further questions.

Thanks,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**  
Senior Transportation Planner  
Transportation Services  
Phone: (905) 825-6000 ext.7920  
Fax:(905) 847-2192  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road  
Oakville, ON L6M 3L1

**Trafalgar Road (Regional Road 3) Improvements, between 10 Side Road and Highway 7,  
Town of Halton Hills**

## Study Documents

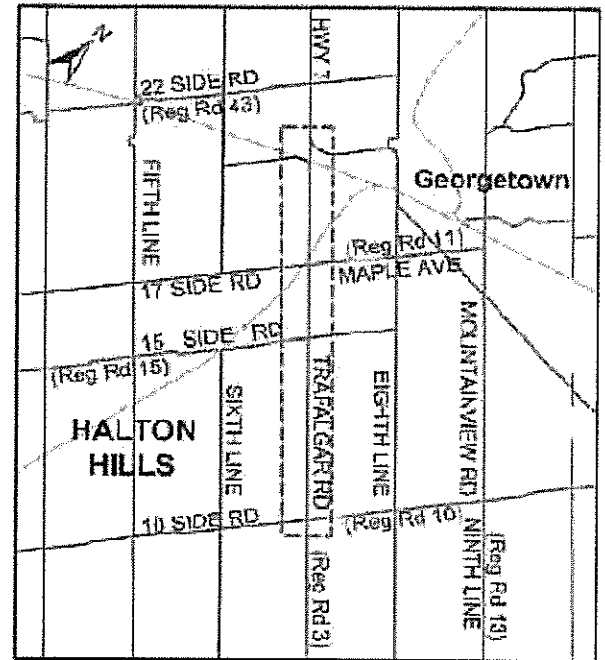
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## Public Information Centre #1 - Tuesday, May 17, 2005

- [Notice](#) 282KB
- [Display Panels](#) 2.7MB
- [Comment Sheet](#) 82KB



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**From:** RScutti@jw.org [mailto:RScutti@jw.org]

**Sent:** Thursday, June 19, 2014 2:38 PM

**To:** Reid, Jeffrey

**Cc:** RScutti@jw.org

**Subject:** Class Environmental Assessment Study - Trafalgar Road Transportation Corridor

Dear Mr. Reid,

Thank you for having the Notice of Study Commencement posted in the Georgetown paper. Please include The Watch Tower Bible and Tract Society of Canada located at 13893 Highway 7 on the project mailing list for the above assessment study. Additionally, please provide us with or, a link to, any previous information published regarding this project. Thank you!

Sincerely,

Robert Scutti  
Maintenance Design Coordinator

Department Inbox: [InboxMNTDesign.CA@jw.org](mailto:InboxMNTDesign.CA@jw.org)

Direct email: [rscutti@jw.org](mailto:rscutti@jw.org)





**TRAFALGAR ROAD (REGIONAL ROAD 3)  
TRANSPORTATION CORRIDOR IMPROVEMENTS  
CLASS ENVIRONMENTAL ASSESSMENT**

**STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7**

**STAKEHOLDER MEETING #1 – Thursday, June 19, 2014  
SUMMARY REPORT**

**July 2014**



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### EXHIBITS

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### APPENDIX – Stakeholder Group Meeting (June 19, 2014) Presentation

## 1. INTRODUCTION

Trafalgar Road is one of the most important transportation facilities in the existing and future Halton Region transportation network. This roadway serves the movement of goods and people and distributes traffic to and from the Provincial freeway system, as well as providing access to residential, commercial and industrial land uses in Oakville, Milton and Halton Hills. Trafalgar Road extends north-south from Lakeshore Road to 32 Side Road within Halton Region.

In the Town of Halton Hills, the need to improve Trafalgar Road between Steeles Avenue and Highway 7 was identified in the Halton Region Transportation Master Plan to 2031 – The Road to Change (October 2011). As part of an integrated transportation strategy, Halton Region has determined that the capacity on the Trafalgar Road corridor should be increased from 2 lanes to 4 lanes to support future travel demand.

Given the foregoing, Halton Region is carrying out a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road between Steeles Avenue and Highway 7 in order to satisfy future travel demands to 2031. The Class EA Study is being carried out in accordance with Schedule ‘C’ of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is an approved process under the Ontario Environmental Assessment Act.

The Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study. The Study Area is shown in Exhibit 1-1.

Consultation is an important component of the Class EA Study process. In addition to public consultation events which will be held at key milestones of the Class EA Study, a Stakeholder Group, comprised of representatives from the local residential community, the business community, property owners, interest groups, etc., has been formed to provide input to the Project Team as the study progresses. It is anticipated that four Stakeholder Group Meetings will be held over the course of the Class EA Study.

The first Stakeholder Group Meeting was held on Thursday, June 19, 2014. This report provides a summary of the meeting highlights. The meeting agenda and presentation slides from the Stakeholder Group Meeting are attached in the Appendix.

This report summarizes the presentation and discussions at the June 19 Stakeholder Group Meeting. The report is being distributed to those on the Stakeholder Group.

### 1.1 LOCATION, DATE, TIME

Stakeholder Group Meeting #1 was held as follows:

Date:	Thursday, June 19, 2014
Time	7:00 p.m. – 9:00 p.m. (Workshop Format)
Location:	Christ the King Catholic Secondary School – Cafeteria 161 Guelph Street, Georgetown

### Exhibit 1-1: Trafalgar Road Class EA Study – Steeles Avenue to Highway 7



## 1.2 NOTIFICATION

Through an application process, property owners / representatives within the Study Area were invited to apply to participate in the Stakeholder Group.

Given the considerable interest in Stakeholder Group membership, and the imperative to assemble a reasonably sized group that is representative of a range of interests and locations in the community, the Project Team focused on inviting those who are within the immediate Study Area or directly adjacent to Trafalgar Road. For areas or organizations where we received multiple applications, a representative of that area or organization has been identified to participate in the Stakeholder Group.

The invitations to Stakeholder Group Meeting #1 were provided to the selected Stakeholder Group representatives on June 3, 2014. Invitations were sent to representatives of 27 properties.

### 1.3 PURPOSE OF STAKEHOLDER GROUP MEETING #1

The purpose of Stakeholder Group Meeting #1 was to discuss collection of background information, study approach, existing conditions, alternative solutions, factors / criteria for analysis and evaluation, and next steps.

## 2. SUMMARY OF MEETING HIGHLIGHTS

### 2.1 ATTENDEES

<b>Stakeholder Group Members: (names listed in no particular order)</b>	
Chris Abbott	Joe Rice
Bob Barker	Kyle Stewart
Judy Barker	Mark Winnicki
Richard Kunica	Angele Orwinski
Geraldine Kunica	Richard Vieyra
Barb Mansfield	Glenn Pitura

<b>Halton Region:</b>	
Maureen Van Ravens	Jeffrey Reid
Melissa Green-Battiston	Patrick Monaghan
Alicia Jakaitis	

<b>Town of Halton Hills:</b>	
Matthew Roj	Daniel Ridgway

<b>Consultant Team</b>	
Neil Ahmed	Katherine Jim

<b>Independent Facilitator</b>	
Glenn Pothier (GLPi)	

Stakeholder Group members who attended the meeting were provided with a copy of the meeting agenda and a set of the presentation slides (attached in the Appendix).

### 2.2 OPENING REMARKS (Slides 2 to 5)

Glenn Pothier, the independent facilitator, called the group to order, welcomed all participants, introduced project team members, and provided an overview of the meeting purpose/agenda. He also described a number of ground rules and key principles to guide Stakeholder Group discussions which were confirmed and accepted by the group. These will serve as the foundation for subsequent meetings.

Glenn explained the selection process for the Stakeholder Group members. As the study progresses, membership will hopefully remain consistent however may change based on the study focus at that time.

Names of the Stakeholder Group members will be disclosed for documentation purposes as part of the Class EA process. Attendees were made aware of this.

Jeff Reid, Halton Region, provided a brief welcome message to thank all participants, and provided a brief overview of the Trafalgar Road Class EA Study.

## 2.3 STAKEHOLDER GROUP DISCUSSION (Slide 6)

In an open forum discussion, Glenn invited members of the Stakeholder Group to comment on the changes they have experienced along Trafalgar Road in the last five years, and on some of the key contextual considerations that the Project Team need to include in the EA Study.

The following are key notes raised by the Stakeholder Group members:

### ***Truck Traffic:***

- Increase in truck traffic. Large transport trucks and local delivery trucks (gearing up / down, use of engine brakes when travelling downhill).
- There are a lot of heavy trucks on the road which do not slow down, and are loud. Some trucks are on the road as early as 5:30 am; they seem to be on the road during earlier hours.
- High volume of truck traffic on the road and over a longer period of the day. This is making it harder to enter / exit the driveways adjacent to Trafalgar Road.
- Due to the rolling nature of the road, safety is a big concern and it is difficult for big trucks to slow down or stop.
- Significant noise due to truck traffic.

### ***Railway / At-Grade Crossing:***

- Existing at-grade crossings - GO Transit and other freight services crossing Trafalgar Road lead to queuing on the road (single lane in each direction).
- During rush hours, traffic on Trafalgar Road backs up in the proximity of 17 Side Road. The backup seems to extend further down the road over time.
- With the amount of train traffic, the backup on Trafalgar Road is getting longer and people are becoming less patient.

### ***Road Safety / General Traffic***

- Drivers are not stopping for school buses. Residents have had to call the police.
- The left turn from Highway 7 to Trafalgar Road is difficult due to few gaps in Highway 7 southbound traffic.
- The intersection of Hornby Road / Trafalgar Road is not safe. It is difficult to tell if southbound drivers are going straight (onto Hornby Road) or staying on Trafalgar Road. Suggested to close the direct southbound leg.
- Steeles Avenue is becoming busier and there will be more traffic backup to Trafalgar Road. It is becoming very difficult to exit the driveways (that are close to Steeles Avenue intersection).
- There are a lot of drivers passing on shoulders.
- It is difficult to exit driveways in the proximity of 17 Side Road due to the at-grade rail crossings.

***Contextual Consideration to be included in the EA Study***

- Consider another alignment between 15 Side Road and Highway 7. Widening along the existing Trafalgar Road corridor will create more headaches.
- Sidewalks and bike paths are important – need provision for active transportation.
- Consider how to deal with the at-grade railway crossings
- General quality of life in a small community is important. The value of lifestyle has changed due to increasing traffic. Many in the community are looking forward to a quiet retirement.

**2.4 STUDY PRESENTATION – BACKGROUND (Slides 7 to 26)**

Using presentation slides 7 to 26, Neil Ahmed, MMM, provided a review of the following:

- Municipal Class EA process
- Study Schedule: Subsequent Stakeholder Group Meetings are to be scheduled prior to each Public Information Centre
- Study Area
- Study Organization
- Recent studies carried out on the Trafalgar Road corridor
- Technical agencies notified about the Trafalgar Road Class EA Study
- Existing Conditions: a brief overview of the key features within the study area, including:
  - Social and Economic Environment
  - Cultural Environment
  - Natural Environment
  - Transportation
- Future transportation conditions
- Halton Region Planning – Regional Official Plan Amendment 38 and Town of Halton Hills Vision Georgetown

***Problems and Opportunities:***

Neil reflected on earlier comments that existing Trafalgar Road is experiencing delays during peak periods due to at-grade rail crossings. In order to support future growth and travel demands, improvements to the Trafalgar Road corridor are required. The improved corridor will support multi-modal use (i.e. active transportation, transit services (GO Transit), and agricultural vehicles). Therefore, Halton Region is carrying out this Class EA Study to address the foregoing in accordance with the Municipal Class EA process.

**2.5 STAKEHOLDER GROUP DISCUSSION (Slide 27)**

In three small groups of 3-4 members, and using a hardcopy of the Existing Conditions Map (per Slides 14-16), the Stakeholder Group attendees were asked to identify key issues within the Study Area which they would like to bring to the attention of the Project Team.

Three hardcopies of the Existing Conditions Map were collected at the meeting with markup comments from participants. Key comments include:

- Preservation of Black Creek valley
- Noise concern for residents north of 15 Side Road (noise bounces off the existing retaining walls)
- Unmarked graves behind the retaining walls north of 15 Side Road
- Project Team to be aware that the rail crossings have two tracks
- Identify locations with heavy traffic / where difficult to exit driveways / unsignalized intersection
- St. John’s Anglican Church is very close to the road right-of-way
- Deer in the woodlot south of Hornby Road / Trafalgar Road intersection
- Lack of provision for pedestrians throughout the corridor
- Drainage issues in Stewarttown area

## 2.6 ALTERNATIVE SOLUTIONS (Slides 28 to 32)

Using presentation slides 28 to 32, Neil provided a review of the following:

- Planning alternatives
- Potential improvements to Trafalgar Road: this will take into consideration recommendations in the Halton Transportation Master Plan (2011), Halton Active Transportation Master Plan (DRAFT), additional capacity, operational improvements, urban vs. rural cross section and rail grade separations
- The existing right-of-way of Trafalgar Road ranges from 26 m to 36 m. Proposed right-of-way per Halton Transportation Master Plan at 47 m between Steeles Avenue and 10 Side Road, and at 42 m between 10 Side Road and Highway 7 (as shown on Slide 32). The Region noted that the designated rights-of-way represent “ideal” conditions; however, subject to adjacent land uses, the right-of-way may be adjusted to accommodate constraints. This approach has been applied in other EA studies.
- The approach to developing alternatives will include review of background information from previous studies, geometric design alternatives, need and feasibility for rail grade separations, integrate with ongoing, planned or completed improvements, and ongoing consultation with Town of Halton Hills, Stakeholder Group, community and other technical agencies.

## 2.7 STAKEHOLDER GROUP DISCUSSION (Slide 33)

Glenn invited the Stakeholder Group to provide comments on what improvements they would like to see on the Trafalgar Road corridor taking into consideration existing and future land uses. The following is a summary of the Questions / Responses noted:

*Q – Question*

*A – Answer*

*C – Comment*

*Q.* In your experience, what impact would a Stakeholder Group have (on the outcome of the EA Study)? I am worried about bias from development groups.

*A.* The Project Team would benefit from insights of the local residents who are more familiar with the Study Area. Before a preferred alignment is identified, a comprehensive evaluation will be carried out for each alternative in order to understand the associated impacts. During the evaluation process, it is important to have input from the locals residents and make sure the recommendation represent the best solution for the



communities. Based on past experience, input from advisory groups have integrated successfully into project consideration. This EA Study is led by Halton Region.

*Q.* How does information from previous (2003) Trafalgar Road EA Study get integrated to the current study?

*A.* The Project Team was provided information from 2003 Study and has reviewed the earlier consultation summaries, as well as alternatives considered at the time. While we are reviewing past information, it should be emphasized that this is a new EA process where we are collecting the most current existing conditions information and consultation input.

*Q.* How far did the 2003 Study go?

*A.* The 2003 Study identified alternatives but did not identify a preferred alternative alignment

*Q.* What is the potential to put a watermain on Trafalgar Road?

*A.* Halton Region's long term servicing plan will accommodate future growth (e.g. Vision Georgetown). However, the servicing is for lands within the urban boundary only. *[There was some discussion about the potential for the ability to tie into Region's servicing. As this is an interest for specific members, the Region will be responding separately to those who have identified an interest on this topic.]*

*Q.* What if my septic bed is impacted as a result of the road widening?

*A.* Should the septic bed be impacted as a result of the road widening, the Region will be responsible to mitigate and compensate for the impact.

*C.* Some thoughts should be given to re-route trucks on Trafalgar Road. Safety associated with heavy trucks traffic is a major concern. Recycling/garbage collection trucks are slowing down traffic on Trafalgar Road.

*A.* The Region noted that Trafalgar Road is a major north-south road from Lakeshore Road to 32 Side Road, and is designated as a major arterial road (Cornwall Road to 32 Side Road) and is to accommodate truck traffic. The intent is for heavy trucks to utilize regional arterial roads and not local roads.

*C.* Consider improvements to transit services.

*A.* Metrolinx and GO Transit is planning to improve train services in this area.

*Q.* What are some of the lessons learned from other studies (e.g. considering the amount of growth in Milton)?

*A.* Early consultation is key.

## **2.8 FACTORS / CRITERIA FOR ANALYSIS AND EVALUATION (Slide 34)**

Neil reviewed the factors which will be used to compare alignment alternatives and corridor alternatives (e.g. widening along Trafalgar Road vs. a new alignment). Factors are included under socio-economic environment, cultural environment, natural environment, transportation and preliminary cost estimate.

## **2.9 STAKEHOLDER GROUP DISCUSSION (Slide 35)**

Glenn asked members of the Stakeholder Group to think about the factors listed on Slide 34 and noted that additional factors may be added as the study progresses.

## **2.10 NEXT STEPS (Slide 36)**

Neil noted that the next steps following the Stakeholder Group Meeting included continuing to collect background information, reviewing and responding to comments received, and developing alternatives.

The next Stakeholder Group meeting is to be held prior to the first Public Information Centre (tentatively late fall 2014).

## **2.11 CLOSING REMARKS**

Glenn Pothier thanked the group for their attendance and valued input. The meeting was formally adjourned (having run from approximately 7:00 p.m. to 9:00 p.m.).

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# **APPENDIX**

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# **Trafalgar Road (Regional Road 3) Transportation Corridor Improvements (Steeles Avenue to Highway 7)**

## **Class Environmental Assessment Study**

### **Stakeholders Group (SG) Meeting #1**

#### ***Agenda***

Thursday, June 19, 2014

7:00-9:00 p.m. — Christ the King Catholic Secondary School, Cafeteria  
161 Guelph Street, Georgetown

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#### **1. Opening Remarks**

- a. Welcome
- b. Session overview
- c. Introductions

#### **2. About the Stakeholders Group**

- a. Purpose and role
- b. Operational procedures

#### **3. Study Presentation and Input on Key Questions**

- a. Background and Context
- b. Study Approach
- c. Existing Conditions
  - i. Social / Economic Environment
  - ii. Cultural Environment
  - iii. Natural Environment
  - iv. Transportation
  - v. Recent Road Improvements
- d. Alternative Solutions
- e. Factors/Criteria for Analysis and Evaluation
- f. Next Steps

#### **4. Open Forum**

#### **5. Closing Remarks**

**Trafalgar Road (Regional Road 3)  
Transportation Corridor Improvements  
Steeles Avenue (Regional Road 8) to Highway 7**

Stakeholder Group Meeting 1  
June 19, 2014

# GETTING AND GIVING THE MOST

- It's OUR meeting...participate enthusiastically
- Focus on the future
- Terminology expertise is secondary
- There is such a thing as a bad idea!
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach
- No dissertations (rather, 'rap and roll')

# THE ADVISORY STAKEHOLDERS GROUP

- **Role and purpose:**
  - Dialogue and multi-perspective information exchange
  - Input on and joint exploration of key issues, challenges, opportunities, ideas and best practices
  - A sounding board: review and comment on project approaches, alternatives/options, and reports
  - Liaison — a conduit to/from the 'community'
  - Facilitate a high quality outcome
- **The Study Team commitment:**
  - Listen to, seriously consider, be respectful of participants' views, perspectives, opinions
  - Varying roles: observe, inform, clarify
  - Ex officio status
- **Proven value**



# THE GROUP AT WORK

- Non-voting advisory Group
- Four meetings (typically 2-3 hours in length in the evening) over the life of the project — varied meeting formats
  - Prior to planned Public Information Centres
  - Potential for topic, geographic, issue-specific meetings
- Participant 'open forum' agenda component
- Summary reports
- One seat, one person approach (can appoint an alternate)
- Expectation of attendance and preparation
- No designated public spokesperson
- Independent facilitation (Chair: Glenn Pothier)
  - Facilitate; prepare agendas; assist with communication; assist with meeting summaries; track action items



# SG MEMBERS

- Reflective of:
  - The study area
  - Diverse interests/sectors
  - Diverse expertise/knowledge
- May add some members as the study progresses
- Members names will be made public
- Members must declare any conflicts of interest



# DISCUSSION TOPIC

*What are some of the changes you have experienced along Trafalgar Road in the last five years?*

*What are some of the key contextual considerations that need to be included in this EA study?*

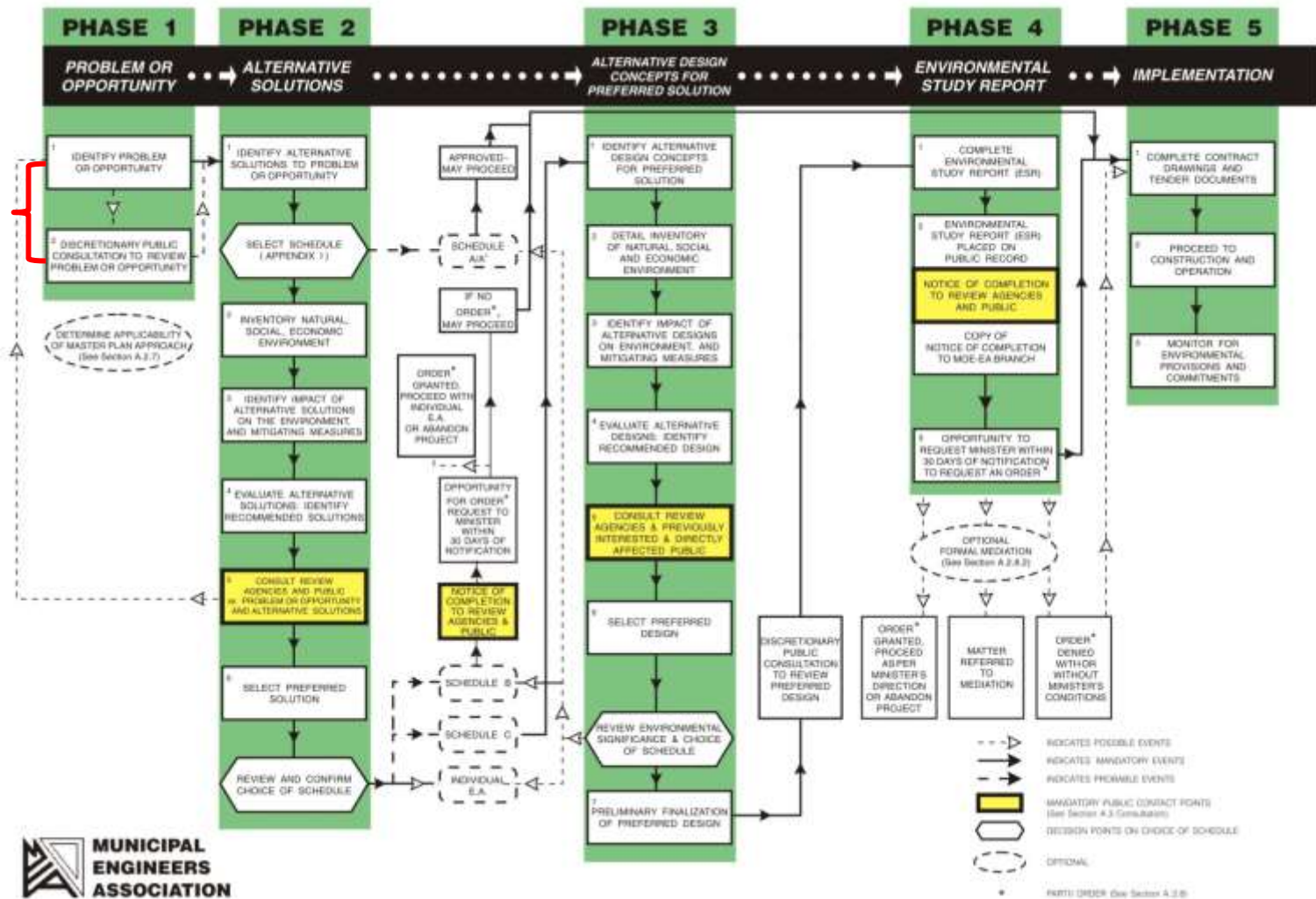


# EA STUDY APPROACH

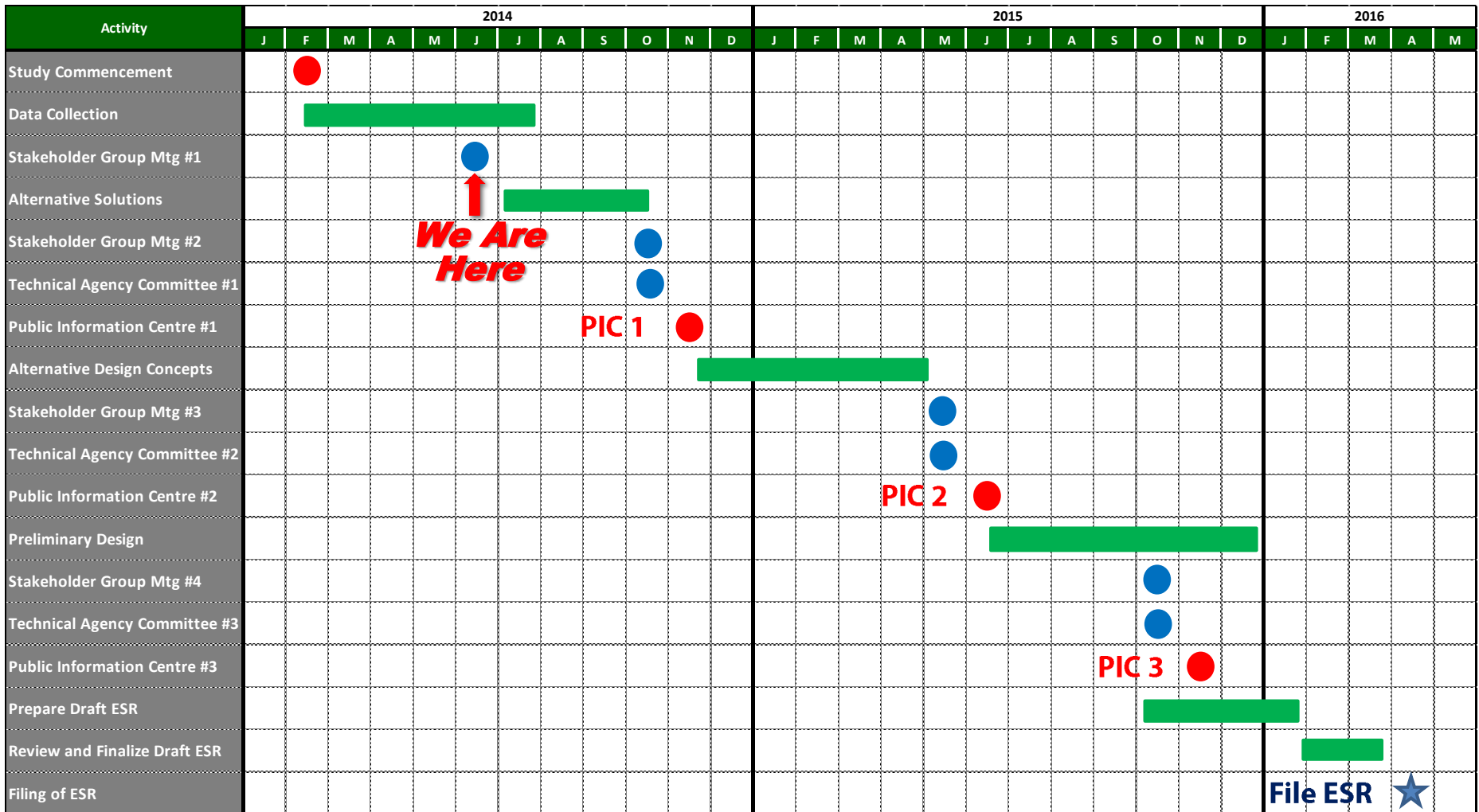
- The study is following the Municipal Class EA process:
  - Approved process under the Ontario Environmental Assessment Act
  - Schedule 'C' which follows Phases 1 through 4 of the Municipal Class EA
  - Includes consultation with stakeholders during the process
  - Part II Order Request (Bump-Up) – appeal process

# MUNICIPAL CLASS EA PROCESS

**We Are Here**

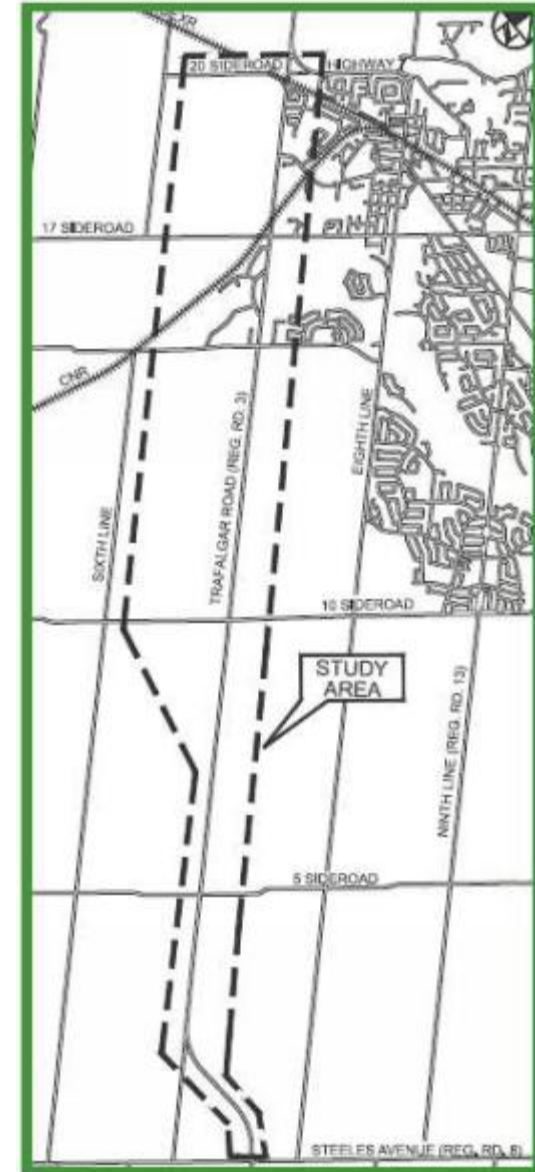


# STUDY SCHEDULE



# STUDY AREA

- Study limits from Steeles Avenue to Highway 7, in the Town of Halton Hills
- To address existing and future needs for improvements to the Trafalgar Road corridor



# STUDY ORGANIZATION



# RECENT STUDIES

- Trafalgar Road Class EA 10 Side Road to Highway 7 – Initiated in 2003, discontinued in 2009
  - Alternatives were considered for widening along existing right-of-way (ROW) and realignment to the west
  - Other large scale projects in the area (e.g. GTA West, HPBATS) and other Regional planning studies (e.g. Transportation Master Plan, and Sustainable Halton), which may have influenced the future transportation needs on Trafalgar Road
- Trafalgar Road Short Term Intersection and Operations Review – 2011
  - Recommendations included strategies for speed management and traffic operation improvements
  - 5 Side Road intersection already widened to 4 lanes
  - 10 Side Road intersection planned to be widened to 4 lanes





# TECHNICAL AGENCIES

## **Federal**

- Canadian Environmental Assessment Agency
- Environment Canada
- Fisheries and Oceans Canada
- Aboriginal Affairs and Northern Development Canada
- First Nations

## **Provincial**

- Ministry of Aboriginal Affairs
- Ministry of Agricultural, Food and Rural Affairs
- Ministry of Tourism, Culture and Sport
- Ministry of the Environment
- Infrastructure Ontario
- Ministry of Municipal Affairs & Housing
- Ministry of Natural Resources
- Ministry of Transportation
- Niagara Escarpment Commission
- Metrolinx / GO Transit
- Conservation Halton
- Credit Valley Conservation

## **Railway**

- Canadian National Rail (CN)
- Goderich-Exeter Railway (GEXR)

## **Municipal**

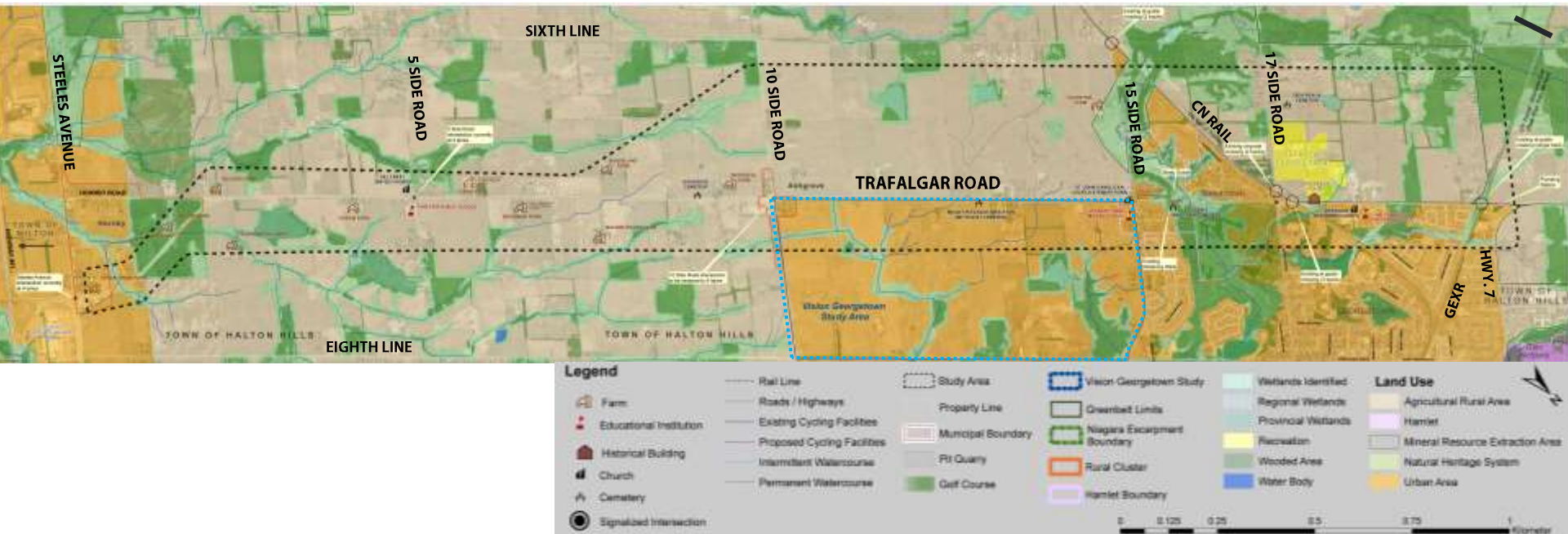
- Halton Region Police Services
- Halton Region Emergency Medical Services
- Halton Region Health Department
- Halton District School Board
- Halton Catholic District School Board
- Halton Region Ecological & Environmental Advisory Committee
- Halton Region Agricultural Advisory Committee
- Halton Region Legislative & Planning Services
- Halton Region Wasterwater Planning
- Halton Region Water Planning
- Halton Hills Fire Department
- Halton Hills Planning Development & Sustainability
- Halton Hills Recreation & Parks
- Halton Hills Infrastructure Services
- Halton Hills Chamber of Commerce

## **Utilities**

- Halton Hills Community Energy Corporation
- Halton Hills Hydro
- Trans Canada Pipelines
- Union Gas
- Enbridge Gas
- Ontario One Call
- Hydro One Networks
- Bell Canada



# EXISTING CONDITIONS - Steeles Avenue to Highway 7



# EXISTING CONDITIONS - Steeles Avenue to 10 Side Road







# EXISTING CONDITIONS – Social and Economic Environment

- Rural residential and agricultural
- Schools and recreation centres
  - Pineview Public School, Stewarttown Middle School, Halton Hills Christian School
  - Trafalgar Sports Park
- Hornby, Ashgrove, Stewarttown and Georgetown Communities



# EXISTING CONDITIONS – Cultural Environment

- Churches

- Hillcrest United Church
- St. John's Anglican Church Stewarttown
- Christian Reformed Church



- Heritage Building and Streetscape

- Devereaux House



- Cemeteries

- Ashgrove Cemetery
- Mount Pleasant Wesleyan Methodist Cemetery
- St. John's Anglican Cemetery



# EXISTING CONDITIONS – Natural Environment

- Various woodlots
  - Some in close proximity to Trafalgar Road
- Several wetland features present
- Hungry Hollow Environmentally Sensitive Area
  - A deep valley corridor made up of woodlands and wetlands
- Black Creek and other water crossings
  - Black Creek crossing north of 15 Side Road





# EXISTING CONDITIONS – Natural Environment

- Greenbelt Plan

- West of Trafalgar Road, between 17 Side Road and Highway 7



- Niagara Escarpment Plan

- West of Trafalgar Road, north of 20 Side Road



- Consultation with Conservation Authorities

- Conservation Halton – southern portions of the Study Area
- Credit Valley Conservation – Black Creek Subwatershed, north of 15 Side Road





# EXISTING CONDITIONS – Transportation

- Two lane rural road
- Posted speed varies – 60 km/h to 80 km/h
- Recent improvements
  - 5 Side Road / Trafalgar Road intersection at 4 lanes
  - Speed management measures (e.g. gateway features, speed limit signs)
- At-grade rail crossings – CN Rail and GEXR
  - GO Transit Kitchener Line (4) and VIA (6)
  - Freight trains (about 20)
  - Delays due to train crossings
- Active Transportation
  - Limited provision for cyclists and pedestrians



# EXISTING CONDITIONS – Transportation

- Daily travel demand ranges between 9,500 (near Highway 7) to 16,000 vehicles (near Steeles Avenue)
- Truck percentage approximately 9 % to 11 %
- Intersection levels of service:
  - 5 Side Road:
    - All movements operating with good levels of service during weekday peak hours
  - 10 Side Road:
    - Northbound approach at capacity during PM peak hour
    - Southbound and westbound approaches nearing capacity during AM peak hour
  - 15 Side Road:
    - All movements operating with good levels of service during weekday peak hours
  - Maple Avenue / 17 Side Road
    - Northbound approach nearing capacity during PM peak hour
  - Highway 7
    - Northbound approach nearing capacity during PM peak hour

# FUTURE CONDITIONS – Transportation

- Future corridor traffic growth reflects average peak hour growth rate of 2.5 % per year
- Daily travel demand projections to 2031 based on peak hour traffic growth rate – estimate to range between 15,000 to 25,000 vehicles:
  - North of Steeles Avenue 25,000 vehicles
  - 5 Side Road to Maple Avenue 16,000 to 20,000 vehicles
  - Maple Avenue to Highway 7 15,000 vehicles
- Additional capacity is required to support future growth and development

# HALTON REGION PLANNING – ROPA 38



- Mixed Urban and Agricultural land uses

Source: Halton Region ROPA 38, Map 1

# VISION GEORGETOWN SECONDARY PLAN DRAFT CONCEPT OPTIONS



# PROBLEMS AND OPPORTUNITIES

- Existing Trafalgar Road is experiencing delays during peak periods due to at-grade rail crossings
- To support future growth and travel demands, improvements to the Trafalgar Road corridor are required
- The improved corridor will support multi-modal uses (i.e. active transportation, transit services (GO Transit), and agricultural vehicles
- Therefore, Halton Region is carrying out this study to address the foregoing in accordance with the Municipal Class EA process

***What are the key constraints and key issues within the Study Area which you would like to bring to the attention of the Project Team?***





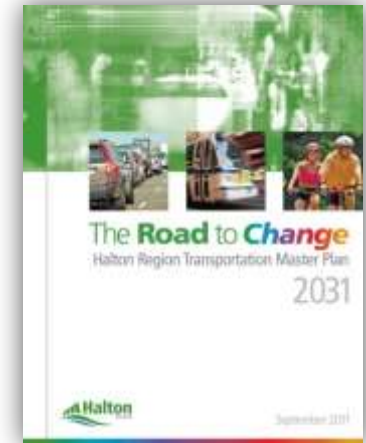
# PLANNING ALTERNATIVES

Do Nothing	<ul style="list-style-type: none"> <li>Does not address future needs</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward for comparison only</li> </ul>
Limit Development	<ul style="list-style-type: none"> <li>Future projections based on approved future urban area</li> </ul>	<ul style="list-style-type: none"> <li>Do not carry forward</li> </ul>
Travel Demand Management Measures	<ul style="list-style-type: none"> <li>On their own, do not address the problem</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward</li> </ul>
Improved Transit Service (GO Transit) / Other Modes of Transportation	<ul style="list-style-type: none"> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward</li> </ul>
Intersection and /or Operational Improvements	<ul style="list-style-type: none"> <li>On their own, do not address the problem</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward</li> </ul>
Improvements to Other Roadways	<ul style="list-style-type: none"> <li>Required as part of overall transportation strategy in addition to improvements in Trafalgar Road corridor</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward</li> </ul>
Improvements to Trafalgar Road	<ul style="list-style-type: none"> <li>Needs identified in Halton Region Transportation Master Plan to support future growth</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward</li> </ul>



# POTENTIAL IMPROVEMENTS TO TRAFALGAR ROAD

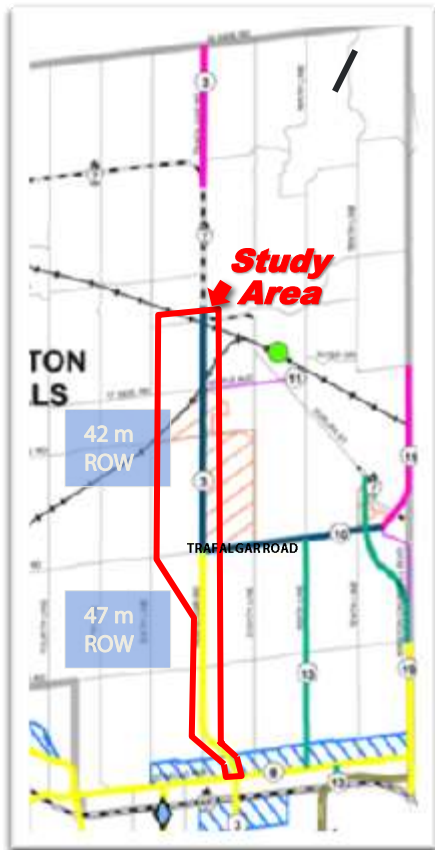
- Halton Transportation Master Plan (2011)
  - Steeles Avenue to 10 Side Road – 47 m ROW
  - 10 Side Road to Highway 7 – 42 m ROW
- Halton Active Transportation Master Plan
  - On-road and off-road active transportation facilities
- Additional capacity
- Improve road safety
- Urban vs. rural cross section
- Rail grade separations



# APPROACH TO DEVELOPING ALTERNATIVES

- Review background information from previous study
- Develop geometric design alternatives
- Understand need and feasibility for rail grade separations
- Integrate with ongoing, planned or completed improvements
- Ongoing consultation with Town of Halton Hills, Stakeholders Group and community, and other technical agencies

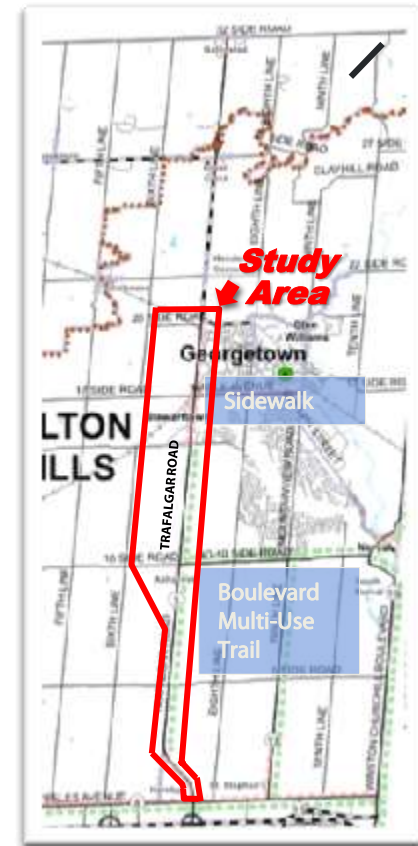
# EXCERPTS FROM SUPPORTING PLANNING DOCUMENTS



Halton Region TMP, 2011,  
Figure 7.3 – Cross Section

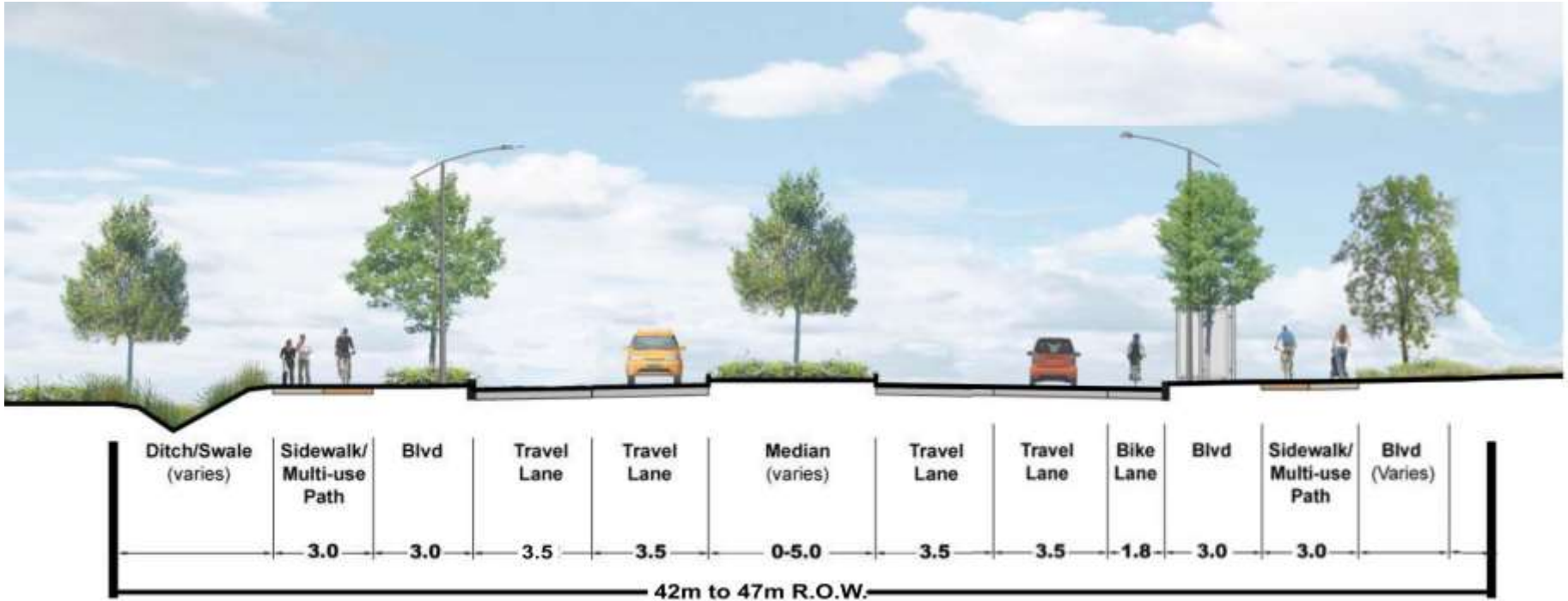


Halton Region ATMP, 2014 (DRAFT)  
Proposed Regional Cycling Network



Halton Region ATMP, 2014 (DRAFT)  
Proposed Regional Walking Network

# ELEMENTS OF TYPICAL CROSS SECTION



***Taking into consideration existing and future land uses, what are some of the improvements you would like to see explored by the Team for the Trafalgar Road corridor?***



# FACTORS FOR ANALYSIS AND EVALUATION

- Socio-Economic Environment
  - existing and future land uses
  - farms and business operations
  - residential areas
  - institutional and recreational uses
  - potential property requirements
  - access
  - noise levels
  - provision for pedestrians and cyclists
  - illumination
  - air quality
- Cultural Environment
  - built heritage resources
  - cultural heritage landscapes
  - archaeological resources
- Natural Environment
  - vegetation
  - wildlife
  - creek crossings
  - drainage and stormwater management
  - policy areas
  - natural hazards
- Transportation
  - capacity / level of service
  - safety
  - intersection requirements
  - geometric standards
  - access management
  - construction staging
  - rail grade separations
  - utilities
- Preliminary Cost Estimate
  - construction
  - utility relocation

***Any suggestions for additional analysis factors / criteria?***

***What else do you want the team to consider – social, economic, cultural and natural environment, transportation, etc.?***



# NEXT STEPS

- Ongoing collection of background information
  - Social / economic environment, cultural environment, natural environment and transportation
- Review and respond to comments received
- High level consideration of alternatives
- Stakeholder Group Meeting #2  
(prior to Public Information Centre #1) – Fall 2014
- Public Information Centre #1 – Late Fall 2014



**Trafalgar Road EA – Steeles Avenue to Highway 7  
W.O. 3214006**

**Phone Transcript July 3, 2014 – [REDACTED]**

Neil,

I am enquiring about the widening of Trafalgar Road up in Halton Hills. I am a resident that lives on the road there – received your earlier memo - just kind of wondering when it might start to be reviewed and I was possibly looking at some more property along the road and I was just kind of wondering what the stages and steps we will be going through and some time frames too. My name is [REDACTED] and my cell phone # [REDACTED]. It is Thursday afternoon about 3 o'clock. Thanks and talk to you after a bit.

**Phone Response July 7, 2014 – Summary**

- Already on the study mailing list
- Discussed timeline of the Trafalgar Road EA Study
- Discussed consultation opportunities during the EA Study (Stakeholder Group, Public Information Centre, direct comments to the Project Team)
- Currently a property owner on 5 Side Road but is considering purchasing properties near Highway 7
- The new outlet mall is adding a lot of traffic to the corridor
- Will continue to monitor study progress

## Katherine Jim

---

**From:** Katherine Jim  
**Sent:** July-16-14 3:37 PM  
**To:** Natalie Boodram  
**Cc:** Neil Ahmed; Reid, Jeffrey (Jeffrey.Reid@halton.ca)  
**Subject:** RE: Trafalgar Rd. Corridor Study

Hello Natalie,

Further to your email to Neil, the Trafalgar Road EA Study – Steeles Avenue to Highway 7 is ongoing. You are correct that the Notice of Commencement was issued on April 3, 2014.

We are still in the early stage of the study and are in the process of collecting background information. Public Information Centres (PIC) will be held at key milestones of the EA Study and the first PIC is tentatively to be held in late 2014. Study information may be found on the Region's website:

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

Based on the current Halton Region Roads Capital Project Map:

<http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=26557>, Trafalgar Road (Steeles Avenue to 10 Side Road) is to be widened from 2 to 4 lanes in 2019, and Trafalgar Road (10 Side Road to Highway 7) is to be widened from 2 to 4 lanes in 2020; this is subject to annual Regional council review and priority of the Region.

Jeffrey Reid at Halton Region is the Project Manager on this Class EA Study who is also cc in this email.

Regards,  
Katherine

**Katherine Jim, P.Eng., M.Eng.**

Project Manager  
Associate  
Transportation – Planning

MMM Group Limited  
2655 North Sheridan Way, Suite 300  
Mississauga, ON Canada L5K 2P8  
t: 905.823.8500 x1371 | f: 905.823.8503

---

**From:** Natalie Boodram  
**Sent:** July-16-14 3:19 PM  
**To:** Neil Ahmed  
**Subject:** Trafalgar Rd. Corridor Study

Hi Neil,

As you may be aware, we are retained by Bell Canada to monitor development, infrastructure, and policy initiatives in growing municipalities in Southern Ontario. I monitor Halton Region specifically and noticed that you are the project manager for the Trafalgar Rd. Corridor Study.

I would like your assistance in finding out the current status. So far, this is the status I have:

"A Notice Commencement was issued on April 3, 2014. This project is pending study completion in Summer 2014. Construction is scheduled for Phase 1 in 2016 and Phase 2 in 2017."

Thanks,  
Natalie

**Natalie Boodram, MCIP, RPP**

Project Planner

Planning & Environmental Design

MMM Group Limited

100 Commerce Valley Drive West

Thornhill, Ontario, L3T 0A1

t: [905.882.4211 Ext. 6841] | f: [905.882.0055]

[BoodramN@mmm.ca](mailto:BoodramN@mmm.ca) | [www.mmm.ca](http://www.mmm.ca)

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**Katherine Jim**

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**To:** Reid, Jeffrey  
**Subject:** RE: Trafalgar Rd Re-alignment

---

**From:** Reid, Jeffrey  
**Sent:** Friday, October 10, 2014 9:04 AM  
**To:** [REDACTED]  
**Cc:** Transportation  
**Subject:** RE: Trafalgar Rd Re-alignment

Hi [REDACTED]

Thank-you for your email regarding the on-going Class Environmental Assessment (EA) Study along Trafalgar Road (Regional Road 3) from Steeles Avenue to Highway 7, within the Town of Halton Hills.

The Region is looking at increasing the capacity of Trafalgar Road by either widening from 2 to 4 lanes and/or intersection improvements within the corridor, including the potential for grade separating both the CN and GEXR rail crossings. In terms of process, we are at the early stages of this project and recognize the number of constraints within the Trafalgar Road corridor. The Region's Project Team will be hosting a Public Information Centre in November. At that time, we will be providing an overview of the existing conditions, constraints, alternatives and evaluation criteria.

A link to the project web-page is below:

<http://www.halton.ca/cms/One.aspx?portalId=8310&pageId=116135>

As you are within the Trafalgar Road study area ([REDACTED]), you will continue to receive direct correspondence from the Region.

Again, no decisions have been made with respect to the preferred alternative and I look forward to working with you through this process.

Please let me know if you have any further questions at this time.

Thanks,

Jeff

**Jeffrey Reid, H.B.A., C.I.M., C.E.T.**  
Senior Transportation Planner  
Transportation Services  
Phone: (905) 825-6000 ext.7920  
Fax:(905) 847-2192  
Email: [jeffrey.reid@halton.ca](mailto:jeffrey.reid@halton.ca)



1151 Bronte Road

Oakville, ON L6M 3L1

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**From:** [REDACTED]  
**Sent:** Sunday, October 05, 2014 8:36 PM  
**To:** Transportation; Reid, Jeffrey  
**Subject:** Trafalgar Rd Re-alignment

hi there,

we have recently received notice regarding Trafalgar rd realignment that was sent out to land owners that might get affected by change. what is the regions plan? can we get more information and time frame if any. how does greenbelt area and CN tracks will be tackled. will it effect the new Trafalgar Sport Park in any way?

many thanks

[REDACTED]

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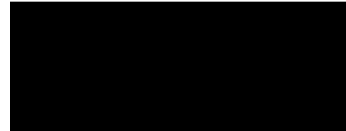
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Thank you

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[See Stakeholder Group Mailing List](#)

October 14, 2014



**Re: Halton Region  
Trafalgar Road (Regional Road 3) Transportation Corridor Improvements  
Steeles Avenue (Regional Road 8) to Highway 7, Town of Halton Hills  
Class Environmental Assessment Study  
Our File: W.O. 3214006  
Stakeholder Group Meeting #2 Invitation**

---

Dear 

On behalf of Halton Region, we are writing to invite you to attend the second Stakeholder Group Meeting for the Trafalgar Road Environmental Assessment Study from Steeles Avenue to Highway 7. To advise the Project Team whether you plan to attend or not, please RSVP to Stefan Sirianni at [SirianniS@mmm.ca](mailto:SirianniS@mmm.ca) or 905-823-8500 ext.1421.

**Date:** Thursday, November 6, 2014

**Location:** Georgetown District High School, Cafeteria (70 Guelph St., Halton Hills, ON L7G 3Z5)

**Time:** 7:00 p.m. to 9:00 p.m.

The focus of the second Stakeholder Group Meeting is to provide an update on the collection of background information and to review conceptual corridor options for the improvements of the Trafalgar Road corridor.

If you have any questions, please feel free to contact Ms. Katherine Jim, MMM Group, at [jimk@mmm.ca](mailto:jimk@mmm.ca) or 905-823-8500 ext. 1371.

Yours truly,  
MMM Group



Neil Ahmed, P.Eng.  
Senior Project Manager

**Stakeholder Group Members**

First Name	Last Name	Mailing Address
Chris	Abbott	11290 Trafalgar Road, Georgetown, ON L7G 4S5
Mary-Helen	Armour	12938 10 Sideroad, Georgetown, ON L7G 4S5
Bob Judy	Barker	32 Johnson Crescent, Georgetown, ON L7G 6C9
Patricia	Beer	Unit#319 240 Chapel St. Cobourg ON K9A 0E3
Dean	De Paoli	10845 Sixth Line, RR 3, Georgetown
Antonio Donato Carolina Pino	Finelli	5 Redthorn Court, Etobicoke, ON M9C 3K1
Jennifer	Heelis	198 Princess Anne Drive, Georgetown, ON L7G 5Z7
Roland	Scagnetti	
Dale Leslie	Holman	12536 17 Side Road, Georgetown, ON L7G 4S6
Ivanka	Kovacevic	10666 Trafalgar Road, Georgetown, ON L7G 4S5
Geraldine Richard	Kunica	9738 Fourth Line, Milton, ON L9T 2X9
Randy	Ligterink	12302 17th Side Road
Barbara	Mansfield	14 Chantelay Crescent, Georgetown, ON L7G 4S5
Jacob Angele	Orwinski	11100 Trafalgar Road, Halton Hills, ON L7G 4S5
Glenn	Pitura	25 William Andrew Avenue, Stouffville, ON L4A 7X5
Marc	Reist	22 Black Creek Court, Georgetown, ON L7G 4S5
Joseph Verna	Rice	50 Windsor Road, Georgetown, ON L7G 4W7
Will	Ross	76 River Drive, Unit 19, Georgetown, ON L7G 2J2
Hayley	Saunders	12451 10 Sideroad, Georgetown, ON L7G 4S6
James	Snow	8305 Hornby Road, Georgetown, ON L7G 4S5
Brian	Stevens	22 Callaghan Crescent, Georgetown, ON L7G 6A5
Kyle	Stewart	363 Maple Avenue West
Mark	Winnicki	9158 Trafalgar Road, Georgetown, ON L7G 4S5
Ray	Veenstra	14 Harrison Place, Georgetown, ON L7G 4S5
Richard	Vieyra	11571 Trafalgar Road, Georgetown, ON L7G 4S4 (Found on GIS)
	Halton Hills Christian School	11643 Trafalgar Road, Georgetown, ON L7G 4S4
	Hornby Glen Golf Course Inc Attn: H.T. Arnold	232A Guelph Street, Suite 201, Georgetown, ON L7G 4B1
	Optimal Planning Solutions Attn: Jason Sheldon	7501 Keele Street #100, Vaughan, ON L4K 1Y2



**TRAFALGAR ROAD (REGIONAL ROAD 3)  
TRANSPORTATION CORRIDOR IMPROVEMENTS  
CLASS ENVIRONMENTAL ASSESSMENT**

**STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7**

**STAKEHOLDER MEETING #2 – Thursday, November 6, 2014  
SUMMARY REPORT**

**November 2014**





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**APPENDIX A – Stakeholder Group Meeting (November 6, 2014) Presentation**

**APPENDIX B – Conceptual Corridor Options (Displays)**

**APPENDIX C – Halton Region Roads Capital Projects (2014-2031) Map**

## 1. INTRODUCTION

Trafalgar Road is one of the most important transportation facilities in the existing and future Halton Region transportation network. This roadway serves the movement of goods and people and distributes traffic to and from the Provincial freeway system, as well as providing access to residential, commercial and industrial land uses in Oakville, Milton and Halton Hills. Trafalgar Road extends north-south from Lakeshore Road to 32 Side Road within Halton Region.

In the Town of Halton Hills, the need to improve Trafalgar Road between Steeles Avenue and Highway 7 was identified in the Halton Region Transportation Master Plan to 2031 – The Road to Change (October 2011). As part of an integrated transportation strategy, Halton Region has determined that increased capacity on the Trafalgar Road corridor is required to support future travel demand.

Given the foregoing, Halton Region is carrying out a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road between Steeles Avenue and Highway 7 in order to satisfy future travel demands to 2031. The Class EA Study is being carried out in accordance with Schedule ‘C’ of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is an approved process under the Ontario Environmental Assessment Act.

The Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study. The Study Area is shown in Exhibit 1-1.

Consultation is a key component of the Class EA Study process. At the onset of this study, the Project Team formed a Stakeholder Group, comprised of representatives from the local residential community, business community, property owners, interest groups, etc., to provide input to the Project Team as the study progresses. It is anticipated that four Stakeholder Group Meetings will be held over the course of the Class EA Study, with the first having occurred on June 19, 2014.

The second Stakeholder Group Meeting was held on Thursday, November 6, 2014. This report provides a summary of the highlights and discussion at the meeting. The meeting agenda and presentation slides from the Stakeholder Group Meeting are attached in the Appendix.

### 1.1 LOCATION, DATE, TIME

Stakeholder Group Meeting #2 was held as follows:

Date: Thursday, November 6, 2014  
Time: 7:00 p.m. – 9:00 p.m.  
Location: Georgetown District High School, Cafeteria  
70 Guelph Street, Halton Hills

**Exhibit 1-1: Trafalgar Road Class EA Study – Steeles Avenue to Highway 7**



**1.2 NOTIFICATION**

The invitations to Stakeholder Group Meeting #2 were provided to Stakeholder Group representatives on October 14, 2014 via email. Those who did not provide their email contact to the Project Team were provided with an invitation letter dated October 14, 2014.

**1.3 PURPOSE OF STAKEHOLDER GROUP MEETING #2**

The focus of Stakeholder Group Meeting #2 was to provide an update on the collection of study area conditions information and to review the conceptual corridor options for improvements to the Trafalgar Road corridor.

## 2. SUMMARY OF MEETING HIGHLIGHTS

### 2.1 ATTENDEES

<b>Stakeholder Group Members: (names listed in no particular order)</b>	
Chris Abbott	Joseph Verna
Judy Barker	Will Ross
Dean De Paoli	Hayley Saunders
Antonio Finelli	Brian Stevens
Barbara Mansfield	Richard Vieyra
Angele Orwinski	Jeff Zomer
John Orwinski	George Cook
Marc Reist	Carel Vander Sluis
<b>Observer</b>	
Henry Parasol	

<b>Halton Region:</b>	
Maureen Van Ravens	Jeffrey Reid
Melissa Green-Battiston	Patrick Monaghan
Alicia Jakaitis	

<b>Town of Halton Hills:</b>	
Matthew Roj	Daniel Ridgway

<b>Consultant Team:</b>	
Neil Ahmed	Katherine Jim
Stefan Sirianni	

<b>Independent Facilitator:</b>	
Glenn Pothier (GLPi)	

Stakeholder Group members who attended the meeting were provided with a copy of the meeting agenda and a set of the presentation slides (attached in Appendix A).

### 2.2 OPENING REMARKS (Slides 2 to 5)

Glenn Pothier, the independent facilitator, called the group to order, welcomed all participants, invited project team and Stakeholder Group members to introduce themselves, and provided an overview of the meeting purpose/agenda. He also described a number of ground rules and key principles to guide Stakeholder Group discussions (including the need to respect confidential information) which were confirmed and accepted by the group. These serve as the foundation for the Stakeholder Group meetings.

Glenn explained the selection process for the Stakeholder Group members. As the study progresses, membership will hopefully remain consistent, however it may change based on the study focus at that time.

In the interest of transparency and accountability, the names of the Stakeholder Group members will be made public for documentation purposes as part of the Class EA process. Attendees were made aware of this.

Jeff Reid, Project Manager from Halton Region, provided a brief welcome message to thank all participants, and provided a brief overview of the Trafalgar Road Class EA Study.

## **2.3 STUDY PRESENTATION – BACKGROUND (Slides 6 to 18)**

Using presentation slides 6 to 18, Neil Ahmed, MMM Project Manager, provided an overview of the following:

- Study Area
- Municipal Class EA process and Study Approach
- Study Schedule: Subsequent Stakeholder Group Meetings are to be scheduled prior to each Public Information Centre
- Recap of Stakeholder Group Meeting # 1 (June 19, 2014)
- Problems and Opportunities
- Update on environmental conditions:
  - Social and Economic Environment
  - Cultural Environment
  - Natural Environment
  - Transportation
    - Rail line grade separations

### **Problems and Opportunities**

Neil reflected on earlier comments that existing Trafalgar Road is experiencing the majority of delays during peak periods at the at-grade rail crossings. In order to support future growth and travel demands, improvements to the Trafalgar Road corridor are required to support all modes of transportation (i.e. active transportation, transit services (GO Transit), and agricultural vehicles). Therefore, Halton Region is carrying out this Class EA Study to address the foregoing in accordance with the Municipal Class EA process.

## **2.4 STAKEHOLDER GROUP DISCUSSION (Slide 19)**

Glenn invited the Stakeholder Group to provide feedback on the existing conditions update for the Trafalgar Road corridor. The following is a summary of the discussion:

- There are a number of constraints in the vicinity of the railway crossings. If grade separations were pursued it would be very disruptive to the neighbourhood and surrounding community. MMM replied that construction staging will be determined and confirmed during detail design.
- It was noted that a grade separation will require at least two years to complete.
- Concern that additional lanes will be required once the widening work is completed. MMM replied that traffic projections have been prepared up to the year 2031, which is the accepted planning horizon at this time based on the current Growth Plan. Design alternatives will be based on accommodating these projected volumes.

- 15 Side Road to Lindsay Court area is very busy – churches, businesses, residential properties, etc. there will be a lot of constraints and disruptions.
- In terms of natural environment, wildlife crossings and impacts to habitat should be considered. MMM replied that wildlife crossings and impacts to habitat will be considered in the analysis and evaluation of alternatives. The last five years of collision data and animal fatality information along the corridor have been reviewed. It should be noted, however, the records may be understated (no patterns of “hot spots” are evident) as it is based on self/police reported collisions and this only happens when there is property damage involved. Where there are river crossings, forests, or other natural features, it is recognized there will be increased opportunities for wildlife movements. MMM will consider accommodating wildlife crossings where feasible. The Project Team will work with the Conservation Authorities to help identify potential opportunities.
- A resident noted that there are a lot of coyotes in the vicinity of 10 Side Road. Farmers lost 24 sheep; they took down a horse, and are active in the resident’s backyard. Their movements should be considered through this study.
- A resident noted the expansion of the Halton Hills municipal yard should be noted, as well as the associated increase in traffic. There is also a funeral home with parking on the road and there are existing access issues.
- School bus safety will need to be addressed. Buses currently travel and stop along Trafalgar Road to pick-up/drop-off school children. Whether or not the buses can continue to operate safely is a concern for Halton Christian School.
- The town installed snow drift fences on 10 Side Road. It was asked if snowdrifts from fields would be factored into the planning process. MMM confirmed this may be considered as part of the landscape plan.
- It was asked how traffic will be mitigated in the vicinity of the Trafalgar Sports Park as it is very congested under current conditions. The Project Team will assess ingress/egress at this access during the operational analysis and review.
- A resident noted there was an accident in the week prior to the SG meeting where a car was rear ended when trying to turn into the funeral home. MMM noted that the provision of turning lanes will be considered as part of the review.
- Trafalgar Road north of 15 Side Road is within Hungry Hollow where a steep grade exists and becomes very dangerous in the winter due to snow and ice. The Project Team should consider making it less steep to address this problem.
- A stakeholder noted the truck percentage (9-11%) presented seems low compared to daily experience.
- A resident explained that the noise levels are concerning. There is a bad echo through the field in the valley. Noise from the train track (5 km away) can be heard and ear plugs need to be worn at night. If Trafalgar Road is widened or realigned, the noise and echo will only get worse.
- It was asked how much property frontage an owner would need to lose before the Region would consider buying out a house. The Project Team replied that property impacts and whether it would be a full buy-out will be evaluated on a case-by-case basis and the team is not in a position to comment now given that no details on the alignment or impacts are currently available. The Project Team will work closely with the home owners throughout this process as they will all have individual conditions.

## **2.5 POTENTIAL IMPROVEMENTS TO TRAFALGAR ROAD CORRIDOR (Slides 20 to 25)**

Neil provided a brief introduction into the approach being used to generate the typical cross sections, including reference to Halton Region planning documents (i.e. the Halton Region Transportation Master Plan (TMP) and the ongoing Halton Region Active Transportation Master Plan (ATMP)). The need for additional capacity, improved road safety, and a variety of cross sections (rural vs. urban) as well as rail grade separations were discussed.

Per Halton Region TMP, the following rights-of-way (ROW) are proposed on Trafalgar Road:

- Steeles Avenue to 10 Side Road – 47 m ROW
- 10 Side Road to Highway 7 – 42 m ROW

Using presentation slides 21 to 25, Neil provided a review of the following:

### **Proposed Typical Cross Sections (Slides 21 to 23)**

It was noted that these are only typical representations of what will be implemented and that the design may vary along the corridor to accommodate various constraints or land use characteristics (e.g. variations in the median that would provide opportunities to have trees in the median or allow people to access their driveways).

### **Grade Separation (Slides 24 to 25)**

Neil discussed plans to alleviate delays at railway crossings along Trafalgar Road by constructing grade separations. The two options are an overpass or an underpass. It was noted that the option to change the rail alignment (or grade) is typically not considered due to constraints on the rail (1% max grade), related length of change, and associated high cost.

Key considerations for a grade separation were discussed, and included items such as potential impacts to natural features and adjacent lands (e.g. property impacts, access, visual aesthetics, and utilities), construction staging, and rail detour and geometric requirements.

### **Conceptual Corridor Options (Displays)**

Participants gathered around the display boards while Neil presented three conceptual Trafalgar Road corridor options for the section between south of 15 Side Road and Highway 7. Options included improving the existing alignment (Option 1), and bypassing Stewarttown via a new alignment to the west (Options 2 and 3). The flexibility of the alignments is represented by the wide band on the drawing. Neil advised that any potential widenings along Trafalgar Road between Steeles Avenue to south of 15 Side Road will be along existing Trafalgar Road. The displays can be found in Appendix B.

**Option 1:** This option considers the roadway improvements along the existing Trafalgar Road corridor. This minimizes impacts on the natural environment; however there is potential for significant impacts to private property and businesses within the existing Trafalgar Road right-of-way. Grade separation at the CN Rail crossing and Metrolinx

crossing on Trafalgar Road will be explored. Crossing both railways (CN and Metrolinx), as well as Black Creek will be key challenges under this option.

**Option 2:** Bypasses Stewarttown to the west (about mid-concession) from south of 15 Side Road to Highway 7. Option 2 is shorter in length than Option 3 and crosses fewer environmentally sensitive areas, including Stewarttown Woods, a woodland on 17 Side Road, and a woodland and watercourse north of Princess Anne Drive along Trafalgar Road. Examples of potential property conflicts associated with this option include the proximity to Devereaux Cemetery and the Trafalgar Sports Park. Under this option, the railway crossings along the existing Trafalgar Road alignment will remain at-grade while the grade separations will be provided for the realignment. The grade changes associated with the Black Creek and the CN Rail crossing pose a significant challenge under this option and crossing both the rail line and adjacent creek at the Metrolinx crossing on Trafalgar Road (just south of 20 Side Road) would also be a key challenge.

**Option 3:** This is the most westerly of the three options and bypasses Stewarttown from south of 15 Side Road to Highway 7. This option has the greatest potential for environmental impacts: it crosses a large portion of Stewarttown Woods, a wetland north of Devereaux Cemetery, an ephemeral drainage feature (watercourse) north of 17 Side Road, and two additional woodland and watercourse areas (south of 17 Side Road and north of Princess Anne Drive along Trafalgar Road). Examples of potential property conflicts associated with this option include the proximity to Devereaux Cemetery and the Black Creek Estates development east of Sixth Line. Under this option, the railway crossings along the existing Trafalgar Road alignment will remain at-grade while the grade separations will be provided for the realignment. The grade changes associated with the Black Creek and the CN Rail crossing pose a significant challenge under this option and crossing both the rail line and adjacent creek at the Metrolinx crossing on Trafalgar Road (just south of 20 Side Road) would also be a key challenge.

## **STAKEHOLDER GROUP DISCUSSION – CONCEPTUAL CORRIDOR OPTIONS (Slide 26)**

Glenn invited the Stakeholder Group to provide comments on the Trafalgar Road conceptual corridor options, taking into consideration existing and future land uses. The following is a summary of the discussion:

### **Environmental Constraints and Impacts**

- A stakeholder notes that under Option 1, widening Trafalgar Road will impact property and parking for schools and businesses that are in close proximity to Trafalgar Road. A lot of homes will need to be bought out as well. The Project Team stated that they understand the importance of parking spaces to schools and businesses and will work to minimize impacts on parking areas where feasible.
- A resident noted that Halton Hills Robert Austin Operations Centre expansion is very close to the road. The Project Team noted that property impacts will be considered as the alternatives are developed.
- A participant noted that Options 2 and 3 are perceived to have the lowest impact on existing Trafalgar Road residents during construction activities.
- A resident advised that Options 2 and 3 are perceived to be more disruptive to properties of untouched farmland and will have a lot more impacts on the



environment than just widening the existing road. Sensitive areas should be left alone.

- It was asked why a road [Options 2 and 3] through potential future parklands for Georgetown was being considered. The Project Team replied that, due to the number of constraints north of 15 Side Road, widening along the existing corridor may not be possible and therefore other options are being considered as part of the EA process. A full analysis and evaluation will be carried out for the three options to understand all potential impacts.
- It was asked which option will have the least impact on property and people. The Project Team replied that this has yet to be determined. The needs of the community and the natural environment will need to be balanced. Once the phase for developing alternatives is underway, all three options will be assessed against a variety of factors and criteria to help quantify the impacts of each.

### **Planning Considerations and Construction Timeline**

- Concerns related to poor road conditions on the Black Creek crossing due to inclement weather (e.g. ice during the winter) were raised. .
- It was asked to what extent the alignments of Options 2 and 3 reflect the archaeological information within the study area. The Project Team replied that a preliminary Built & Cultural Heritage inventory has been completed for existing conditions. A Stage 2 Archaeological Assessment will be conducted when evaluating the detailed alternatives. The findings may impact where a potential new alignment will be located. It was noted that the earth below the existing alignment has already been disturbed and this would not be the case with a new alignment (Options 2 and 3).
- Other future roadway improvements within Halton Region have been incorporated into the overall transportation model (e.g. Steeles Avenue widening). Even with other road improvements to other corridors, improvements to Trafalgar Road are still required to meet the future transportation demand to 2031.

### **Traffic and Rail Grade Separation**

- It was commented that under Option 1, traffic will continue to bottleneck as it slows down at the hill (vertical alignment), between 15 Side Road and Stewarttown Road.
- A stakeholder commented that there will be high impacts on traffic flow (including trucks) during construction due to the proposed grade separations, within Option 1.
- The traffic impacts related to building the grade separation crossings for Options 2 and 3 will be less.
- It was asked whether Options 2 and 3 take into account the access to Trafalgar Sports Park from 17 Side Road, and whether these options would trigger the exposure of this road to traffic. The Project Team replied that the traffic impacts to the Trafalgar Sports Park will be considered.
- A resident expressed concerns over the high volumes of truck traffic travelling south between Ashgrove (10 Side Road) and Highway 401 during peak hours and throughout the day were raised. The Project Team noted that Trafalgar Road is a Regional major arterial road and one of its functions is to carry truck traffic.

- A resident noted that an alternate road around Georgetown is required.

### **Conceptual Design**

- It was noted by a stakeholder that the advantage of Option 1 is that it is a straight line and more direct, while Options 2 and 3 are non-linear (curved).
- It was further asked if the conceptual cross sections are based on the existing centerline of Trafalgar Road. The Project Team replied that a more detailed plan will be developed but recognize that the widening would vary based on the constraints (e.g. homes, heritage features). The cross sections will vary where necessary to avoid these constraints or minimize impacts.
- A resident noted that nothing is gained by changing the alignment of Trafalgar Road. If an alternate bypass route should be built, consider further out (to the west) and the existing Trafalgar Road through Stewarttown should become a community street. 10 Side Road should be widened to the west, and a road should be built parallel to the hydro lines between Fourth Line and Fifth Line up to 17 Side Road. No one would be impacted with this type of road alignment. It is not reasonable to consider a bypass through the natural area and the communities. Trafalgar Road should be truncated at Stewarttown, and not provide access to Highway 7 from Trafalgar Road. The costs associated with bypassing Stewarttown would be significant. The Project Team replied that there is currently a capital plan to widen 10 Side Road from 2 to 4 lanes; however improvements to the Trafalgar Road corridor will still be required.
- It was asked by a stakeholder if the options presented were the most likely options. The Project Team responded that these are the most likely ideas at this point; however they are just general concepts. A variety of alternative alignments within each concept will be looked at as the project progresses.
- Under Options 2 and 3, a question was raised as to whether existing Trafalgar Road would remain through Stewarttown (north of 15 Side Road). The Project Team confirmed that it will, and that the existing rail crossings would remain at-grade.
- It was asked whether any concepts for connections to tie in Options 2 and 3 with existing Trafalgar Road were developed. MMM responded that connections to Options 2 and 3 will be developed and will be explored in further detail as the study progresses.
- It was asked if other options were being considered as more options should be explored. MMM replied that a range of reasonable options is being considered as part of the EA Study.
- It was suggested that consideration be given to improvements to Sixth Line to accommodate some of the traffic capacity or divert traffic to Eighth Line. The Project Team stressed that Trafalgar Road is a major arterial road where as Sixth Line is a Town road which restricts truck traffic to five tonnes. As a regional facility, truck traffic is to be accommodated on Trafalgar Road.
- It was asked what the cross-section/plan was for north of Highway 7 as there may be similar traffic concerns for this area. The Project Team stated that the focus of this study is Steeles Avenue to Highway 7, which includes the existing and future transportation needs of Trafalgar Road in Georgetown (e.g. Vision Georgetown).

## **2.6 FACTORS / CRITERIA FOR ANALYSIS AND EVALUATION (Slide 27)**

Neil reviewed the factors which will be used to compare corridor alternatives (e.g. widening along Trafalgar Road vs. a new alignment). Factors are included under socio-economic environment, cultural environment, natural environment, transportation and preliminary cost estimate.

Typically within a Class EA Study, there are a lot of considerations when evaluating design alternatives. Neil noted that the Project Team looks at these in groupings and that these will need to be looked at further as the project progresses. It is recognized that there are going to be impacts, but that there are also going to be benefits. The Project Team will need to consider all of these factors in the analysis. At some point it will need to be noted what reasonable options are available and they will then need to be evaluated. Halton Region added that it is important to understand how Trafalgar Road would continue to operate if nothing is done—mainly that at-grade rail crossings would still be in operation with resulting negative impacts on traffic flow. The evaluation process will be discussed further at future meetings as the study progresses.

## **2.7 STAKEHOLDER GROUP DISCUSSION (Slide 28)**

Glenn asked members of the Stakeholder Group to review the factors listed on Slide 27 and whether anything was missing. He noted that additional factors may be added as the study progresses.

- It was asked if data shows where traffic goes after leaving Stewarttown and if the flow of traffic could just go somewhere else and avoid Trafalgar (e.g. if traffic goes all the way to Acton, then it can bypass Stewarttown via Highway 7). MMM stated that the data is available, and the flow of traffic has been incorporated in the overall transportation model.
- According to the Region's current Roads capital program, start of construction on Trafalgar Road, from Steeles Avenue to 10 Side Road is currently identified in 2019, and 2020 for 10 Side Road to Highway 7. This is subject to annual Regional council review.
- It would be helpful to see how Trafalgar Road ties into the other changes either underway or contemplated (e.g. Ninth Line widening).

## **2.8 NEXT STEPS (Slide 29)**

Neil noted that the next steps following the Stakeholder Group Meeting will include the following:

- Stakeholder Group members are welcome to submit follow-up comments to the Project Team.
- The Public Information Centre will be held on November 20<sup>th</sup> at 6:30pm at the same venue (Georgetown District High School).
- The concepts presented at today's meeting will be developed in further detail by the Project Team.
- The next Stakeholder Group meeting is to be held prior to the second Public Information Centre (tentatively anticipated in late Spring 2015).

## **2.9 CLOSING REMARKS/OPEN FORUM**

Glenn Pothier thanked the group for their attendance and valued input. The following closing remarks were made by the Project Team:

- Minutes for this Stakeholder Group Meeting will be issued following the PIC.
- The PIC will be a combined one with the Ninth Line Class EA (407 ETR to 10 Side Road) and notices have been posted in the newspapers.

The meeting was formally adjourned (having run from approximately 7:00 p.m. to 9:00 p.m.).